

**TOWN OF CALEDON  
PLANNING  
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# PLANNING OPINION REPORT

Official Plan Amendment  
Mayfield Tullamore Secondary Plan  
Caledon, ON

Prepared For:  
Mayfield Tullamore Landowners Group Inc.

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*Official Plan Amendment*

## **Planning Opinion Report**

**Mayfield Tullamore Secondary Plan  
Caledon, ON**

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# 1.0

## Background

### 1.1 Overview

Malone Given Parsons Ltd. (“MGP”) is the planning consultant for Mayfield Tullamore Landowners Group Inc. (“MTLOG”). The MTLOG proposes an Official Plan Amendment (“OPA”) to the Town of Caledon Official Plan to create a more detailed planning framework and urban land use designations for a portion of the adopted new community area. The lands subject to the OPA application are generally bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south, and Bramalea Road to the west and are composed of sixty-two (62) parcels of land totaling approximately 609 hectares or 1,505 acres (the “MTSP Area”). In the MTSP Area, approximately 78% of the land is owned by participating landowners within the MTLOG. Appendix 1 provides legal descriptions for all parcels within the MTSP Area. Appendix 2 provides a map of the MTSP Area that identifies the lands owned by participating and non-participating landowners.

The lands subject to this OPA application have recently been brought within the urban boundary as part of the Municipal Comprehensive Review process. The MTSP Area is now included in the Regional Urban Boundary in the new Region of Peel Official Plan, as well as the Future Caledon Official Plan. An amendment to the Official Plan of the Town of Caledon, 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 ongoing work, collaboration with the Town, and public consultation are required prior to final approval of the OPA. Moreover, a Terms of Reference was provided to the Town as part of the PARC meeting, outlining the work program for this Secondary Plan and the future Tertiary Plan process, 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 (Official Plan Amendment) 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 more quickly while ensuring that larger-scale community planning is properly informed by more detailed information from development application submissions.

A Pre-Application Review Committee (PARC) Meeting was held on June 6, 2024, at which constructive feedback on the initial proposal was received, and the list of drawings, supporting studies, and reports was identified.

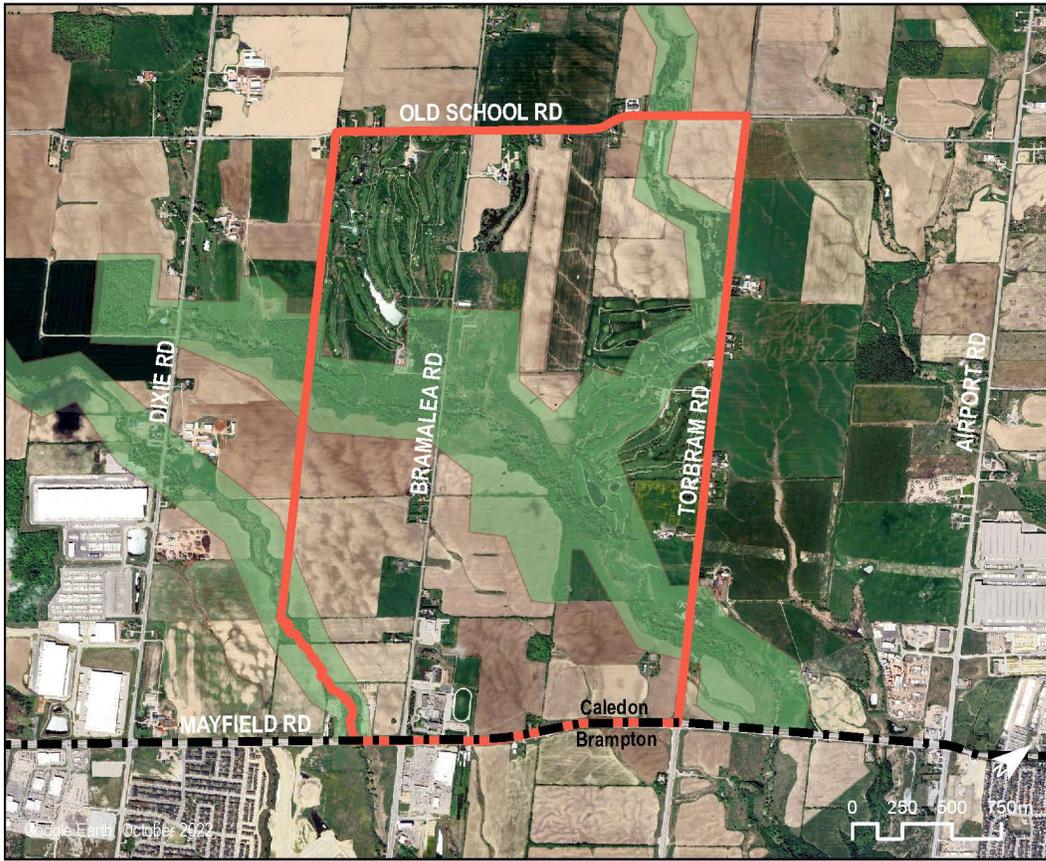
A first submission of this OPA application was made on August 30<sup>th</sup>, 2024 (“First Submission”). Following their review of the First Submission, the Town provided comments regarding the submitted materials. Following the submission, an Open House meeting was held on November 20, 2024, to obtain comments, and a statutory public meeting was held on October 21, 2025, at which additional comments were received. Over the past year and a half, we have received comments from public agencies and the public. This revised Planning Opinion Report integrates the changes made in response to those comments and incorporates changes to the proposed amendment throughout the process.

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 MTSP Area consists of 62 parcels that are approximately 609 gross hectares (1,505 acres), north of Mayfield Road, south of Old School Road, west of Torbram Road, and east of Dixie Road. The MTSP Area has frontages of approximately 3.1km along Torbram Road, 1.6 km along Mayfield Road, 2.1km along Old School Road, and 3.1km along both sides of Bramalea Road. The MTSP Area currently primarily consists of agricultural and rural residential land uses. The MTSP Area is shown in Figure 1 below. The MTSP Area parcels are legally described in Appendix 1.

Figure 1: Aerial Location Graphic



- Subject Lands
- Greenbelt Plan
- Municipal Boundary

**1.2.1 Surrounding Lands**

The MTSP Area is surrounded by the following uses:

**North:**

- Old School Road
- Agricultural Uses
- Farm Related Single Detached Dwellings

**East:**

- Torbram Road
- Agricultural Uses
- Single Detached Dwellings
- Under construction industrial business park
- Commercial Uses

**South:**

- Mayfield Road
- Commercial Uses

**West:**

- Dixie Road
- Agricultural Uses

- Agricultural Uses
- Low Density Residential Development
- Industrial Uses
- Farm Related Single Detached Dwellings

### 1.3 Demographic, Economic, and Employment Profile

#### 1.3.1 Population

The population of the Town of Caledon was 76,600 in 2021, an increase of 19,550 from 2006. As shown in Table 1 below, Caledon experienced an average population growth between 2006 and 2021 of 1,303 people per annum (2% per annum) over the period. Caledon’s growth rate is higher than the Halton Region’s growth rate (1.5%) and the Provincial rate (1.1%).

Table 1: Population Growth in Caledon, 2006-2021

Area	Historic				Growth 2006-2021
	2006	2011	2016	2021	
<b>Caledon</b>	<b>57,050</b>	<b>59,450</b>	<b>66,500</b>	<b>76,600</b>	<b>19,550</b>
Compound Annual Growth Rate	0.8%		2.3%		2.0%
Average Annual Growth	480		1,410		1,303
<b>Peel Region</b>	<b>1,159,400</b>	<b>1,296,800</b>	<b>1,381,750</b>	<b>1,451,000</b>	<b>291,600</b>
Compound Annual Growth Rate	2.3%		1.3%		1.5%
Average Annual Growth	27,480		16,990		19,440
<b>Ontario</b>	<b>12,160,300</b>	<b>12,851,850</b>	<b>13,448,500</b>	<b>14,223,950</b>	<b>2,063,650</b>
Compound Annual Growth Rate	1.1%		0.9%		1.1%
Average Annual Growth	138,310		119,330		137,577

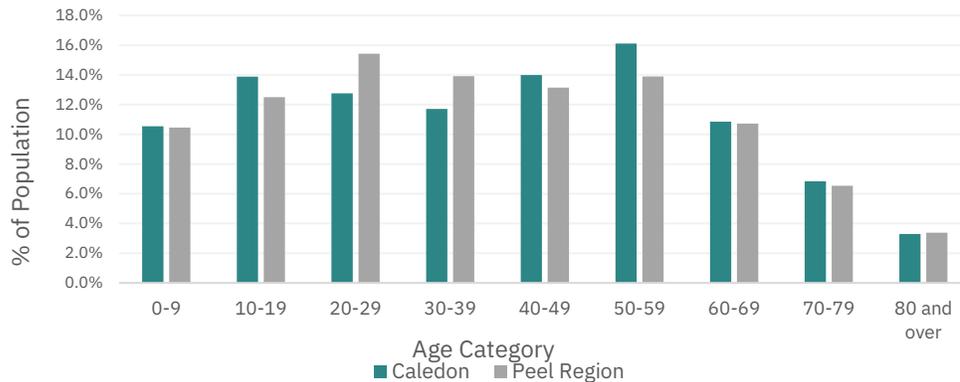
Source: Statistics Canada 2006, 2011, 2016, and 2021 Census

The Region of Peel Official Plan 2051 targets population growth in Caledon, aiming to reach 200,000 by 2041 and 300,000 by 2051. To reach the 2041 and 2051 population targets, per annum growth rates of 4.9% and 7% will be required, respectively. These are significantly higher than Caledon’s historic 2% average per annum growth rate between 2006 and 2021, as shown in Table 1. Significant development will be required to keep up with the projected growth in the 2041 and 2051 population targets.

#### 1.3.2 Age

In general, the Town of Caledon has a similar age distribution to the Region of Peel, with small key differences in several groups. As shown in Figure 2 below, Caledon has a higher proportion of residents aged 10-19, 40-49, and 50-59 than the Region, while the Region has a higher proportion of residents aged 20-29 and 30-39. The age group with the largest distribution of residents in Caledon is the 50-59 category, representing 16.1% of the population. This distribution indicates both a more family-oriented population with larger numbers of younger elementary and high school-aged residents, as well as a higher portion of residents aged 40+. The Region’s distribution in comparison represents a higher number of younger working-age residents aged 20-39.

Figure 2: Age Distribution (2021)



Source: Statistics Canada 2021 Census

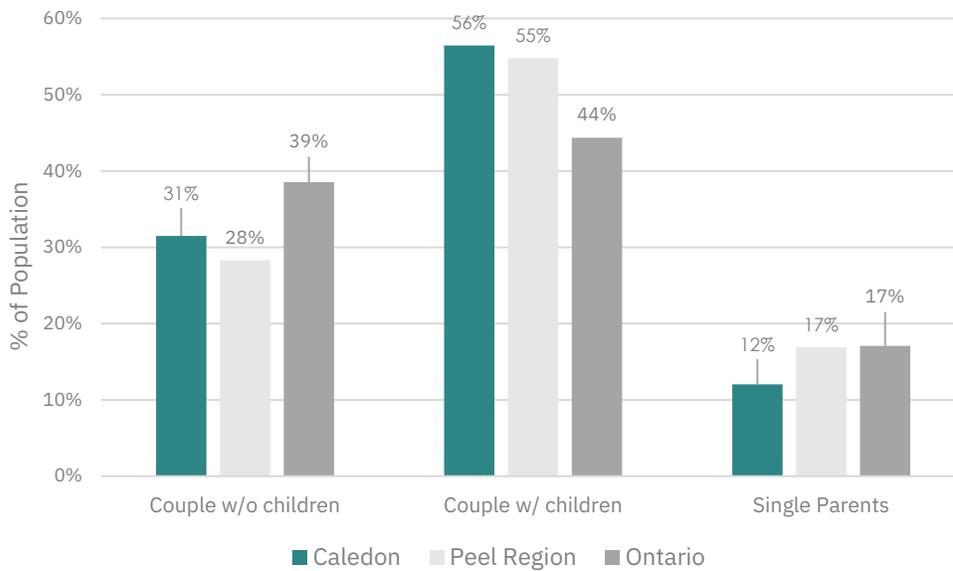
The age profile, as displayed in Figure 2, has various implications for the supply and demand in the Caledon housing market. Firstly, the older Baby Boomer generation has displayed an affinity for “Aging in Place”, which has limited the return of existing housing (mainly family-oriented housing) to the resale market. However, the higher share of younger age groups indicates that Caledon continues to attract young families seeking ground-level housing units. This, coupled with increasing household sizes, limited availability, and affordability of grade-related housing units, results in pressure to deliver family-oriented housing. To reflect this market demand trend, most units delivered in the MTSP will be ground-oriented.

### 1.3.3 Household Composition

As shown in Figure 3 below, over half (56%) of households in Caledon are traditional families (i.e., couples with children), similar to the Region (55%) and significantly higher than the Province (44%). Couples without children account for the second-highest household composition in Caledon, representing approximately one-third (31%) of households. The remaining households consist of single-parent homes (12%).

Based on the age distribution shown in this section, there are significant numbers of younger 10-19 residents and older 40+ residents who will continue to need accommodation. This underscores the need for the MTSP to deliver more family-oriented, ground-level housing units in the Town of Caledon. As discussed later in this report, similar to many areas in the Province, housing prices in Caledon have risen significantly; as such, the MTSP should consider more attainable alternatives, such as narrower single-detached lots and denser ground-related housing types, including townhomes, at least in the short term.

Figure 3: Household Composition (2021)

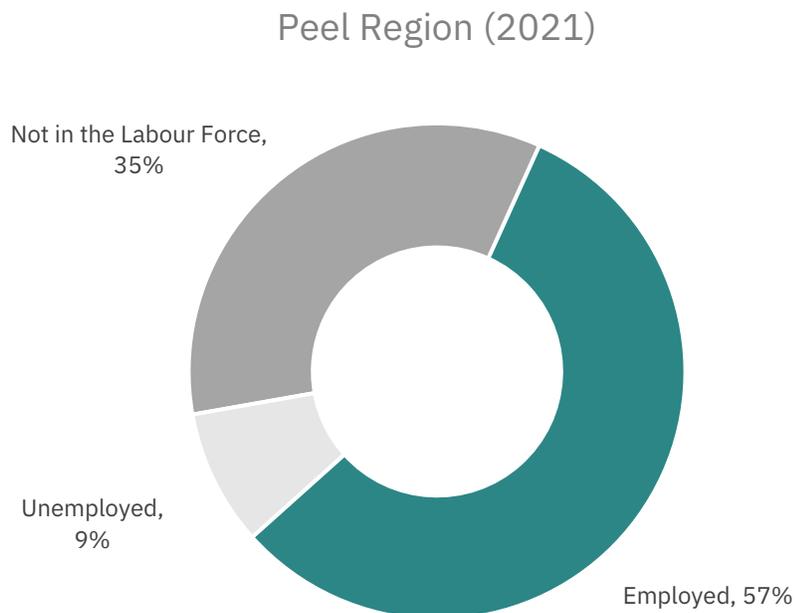
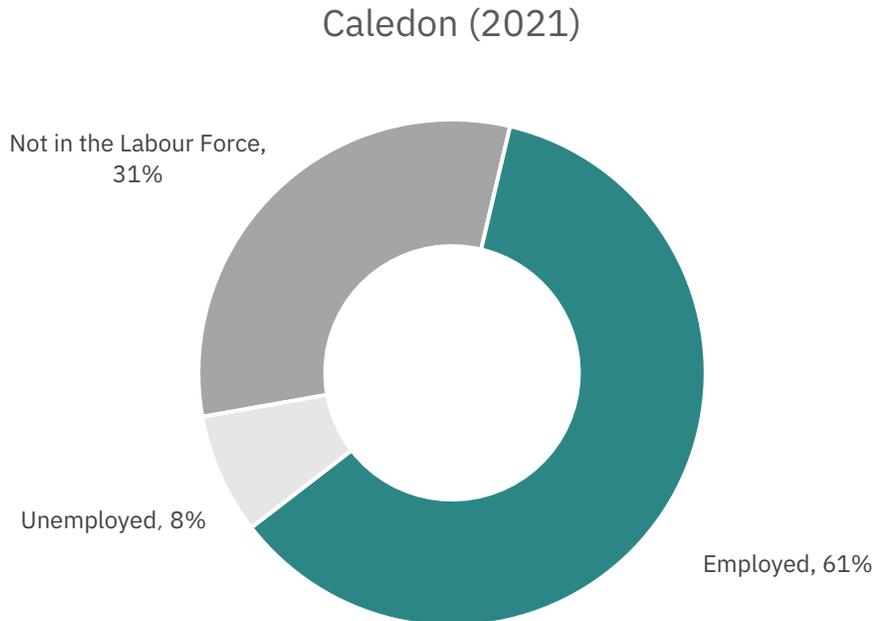


Source: Statistics Canada 2021 Census

### 1.3.4 Labour Force

As shown in Figure 4 below, Caledon had nearly two-thirds (61%) of its population over 15 years old employed in 2021, which exceeded the Regional employment rates (57%) and was similar to the Provincial employment rates (63%). The Town also maintained an unemployment rate of 8%, which is slightly lower than the Regional rate (9%) and consistent with the Provincial rate (8%).

Figure 4: Labour Force (2021)



Source: Statistics Canada 2021 Census

The 2021 labour force in Caledon totaled approximately 38,300 workers (aged 15 years and older). The largest percentage of the labour force was employed in the Construction (11.4%), Manufacturing (11.1%), and Retail Trade (11%) sectors, followed by Transportation and Warehousing (9.6%) and Educational Services (8.1%). Combined, the

five major office sectors (information and cultural industries; finance and insurance; real estate, rental, and leasing; professional, scientific and technical services; and management of companies and enterprises) represent a significant portion (17.6%) of the Town’s labour force but is still significantly less than the Regional rate (23%) and Provincial (20.8%) rate.

*Table 2: Employment Type by NAICS Code for Caledon and Peel Region, 2021*

Employment Type	Caledon		Peel Region		Ontario	
	Total Place of Work	% of Labour Force	Total Place of Work	% of Labour Force	Total Place of Work	% of Labour Force
11 Agriculture, forestry, fishing and hunting	500	1.3%	1,795	0.3%	99,045	1.5%
21 Mining, quarrying, and oil and gas extraction	55	0.1%	785	0.1%	32,660	0.5%
22 Utilities	165	0.4%	2,995	0.4%	53,755	0.8%
23 Construction	4,385	11.4%	43,705	6.4%	487,400	7.5%
31-33 Manufacturing	4,260	11.1%	75,300	11.1%	601,725	9.3%
41 Wholesale trade	1,955	5.1%	34,560	5.1%	230,275	3.5%
44-45 Retail trade	4,210	11.0%	74,195	10.9%	683,150	10.5%
48-49 Transportation and warehousing	3,685	9.6%	79,595	11.7%	341,025	5.3%
51 Information and cultural industries	665	1.7%	16,070	2.4%	156,050	2.4%
52 Finance and insurance	1,815	4.7%	47,830	7.0%	386,250	5.9%
53 Real estate and rental and leasing	920	2.4%	15,885	2.3%	143,025	2.2%
54 Professional, scientific and technical services	3,165	8.3%	72,865	10.7%	642,655	9.9%
55 Management of companies and enterprises	175	0.5%	3,390	0.5%	25,260	0.4%
56 Administrative and support, waste management and remediation services	1,550	4.0%	31,995	4.7%	281,860	4.3%
61 Educational services	3,110	8.1%	37,745	5.6%	487,940	7.5%
62 Health care and social assistance	3,035	7.9%	65,335	9.6%	817,405	12.6%
71 Arts, entertainment and recreation	430	1.1%	4,915	0.7%	85,955	1.3%
72 Accommodation and food services	1,110	2.9%	26,815	4.0%	293,020	4.5%
81 Other services (except public administration)	1,395	3.6%	19,895	2.9%	228,525	3.5%
91 Public administration	1,725	4.5%	22,990	3.4%	415,925	6.4%
<b>Total</b>	<b>38,300</b>	<b>100%</b>	<b>678,660</b>	<b>100%</b>	<b>6,492,895</b>	<b>100%</b>
<b>Usual Place of Work</b>	21,780	56.9%	391,690	57.7%	3,768,210	58.0%
<b>Total Work from Home</b>	10,700	27.9%	191,115	28.2%	1,929,760	29.7%
<b>No Fixed Workplace Address</b>	5,730	15.0%	92,180	13.6%	765,180	11.8%
<b>Worked Outside of Canada</b>	90	0.2%	3,665	0.5%	29,740	0.5%
<b>Total</b>	<b>38,300</b>	<b>100%</b>	<b>678,660</b>	<b>100%</b>	<b>6,492,895</b>	<b>100%</b>

Source: Statistics Canada, 2021 Census

Table 2 above provides the employment type in Caledon in 2021. Population-related employment (NAICS Codes, 44-45, 61, 71, and total work from home) accounted for approximately 48.2% of the Caledon population in 2021. The large percentage reflects the significant shift to working from home necessitated by the pandemic. However, in 2016, the total work-from-home rate was 4.5%, and it is anticipated that the percentage of those working from home will likely begin to move back toward this distribution. Since the MTSP will be predominantly residential-focused, it is expected to accommodate a higher proportion of population-related employment.

### 1.3.5 Household Income

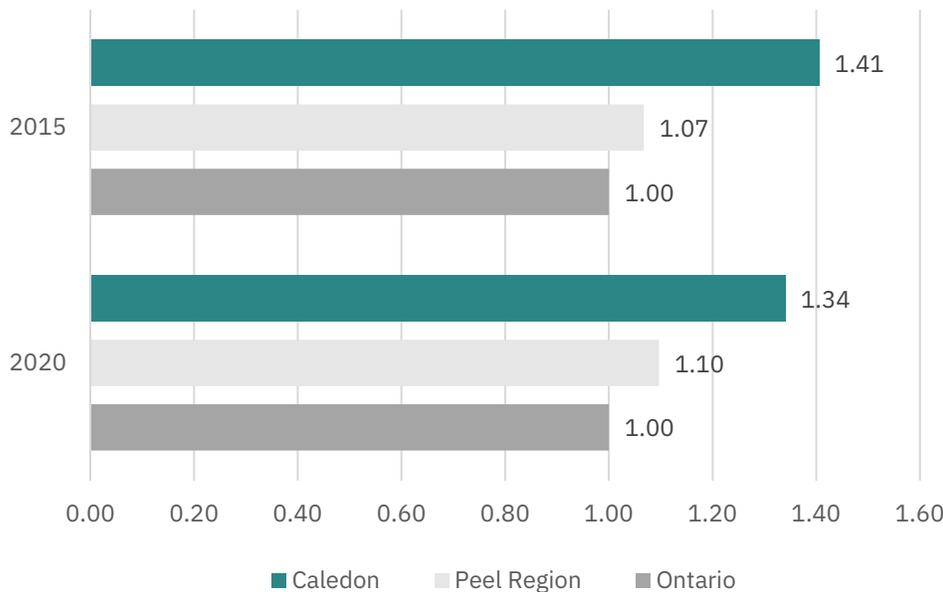
Average household income levels in the Town and the Region were reviewed to determine the current and future residential purchasing power of Caledon residents. For comparative purposes, the local municipal, regional, and provincial average household

incomes were indexed. As shown in Figure 5 below, the 2015 average household level in Caledon was 23% higher than the Provincial Average and 19% lower than the Peel Region.

In 2020, income levels in Caledon remained well above the Provincial average (34% higher) and above the Regional average (24% higher). The Region index dropped significantly from 1.42 to 1.10, which partly explains why Caledon has surpassed the Region, as its 2015 index was higher than Caledon's 2020 index.

Overall, the average household income of Caledon residents increased by \$17,881, from \$137,519 in 2015 to \$155,400 in 2020, representing a 13% increase. Based on data from 2015 and 2020, it is unlikely that income growth will keep up with housing price growth in the current market, as discussed later in this report, despite income in Caledon increasing more rapidly than in the rest of the Region and Province. This gap between income growth and household price growth will likely continue to increase household demand for denser unit types and more affordable housing alternatives, at least in the short term. There is potential for this gap to be mitigated by the time the MTSP is built out.

Figure 5: Average Household Income Index in Caledon (2021)



Source: Statistics Canada, 2021 Census

### 1.4 Local Development Trends

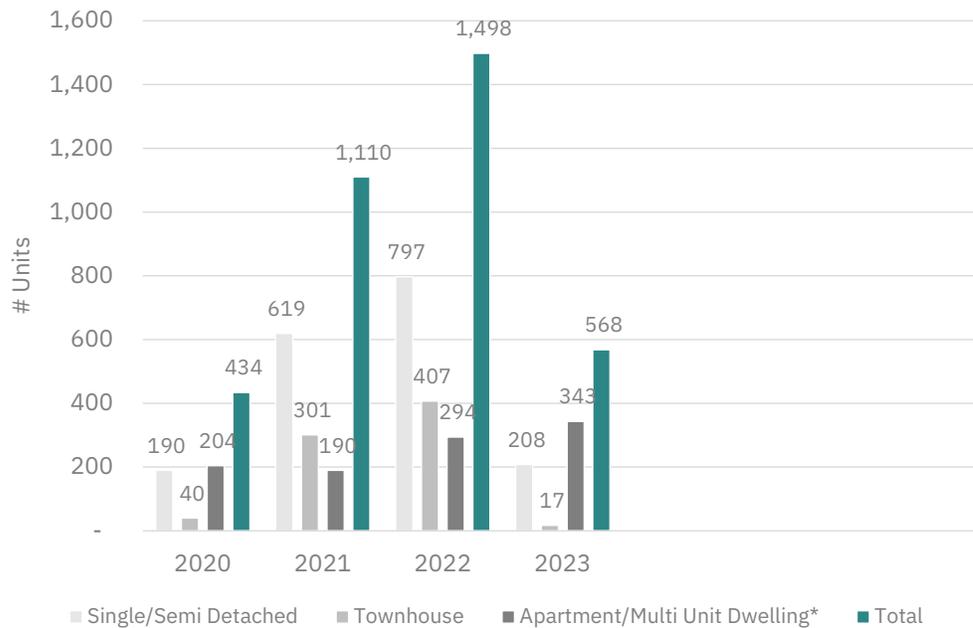
As shown in Figure 6 below, the predominant form of building permits issued in the Town of Caledon varies significantly by year, according to data from the Peel Region Data Portal. In 2020, a total of 434 building permits were issued, with the largest share going to apartment units (47%), followed by single detached units (44%). During the years of 2021

(1110 permits issued) and 2022 (1498 permits issued), the number of annual permits issued significantly increased. This increase included a notable shift in the types of building permits issued, with the majority of permits in both 2021 and 2022 (55% and 51%, respectively) being for single- and semi-detached units. Townhouse units also saw a significant increase in building permits, while apartment unit permits saw only minor increases. This represents a shift towards lower-density housing during 2021 and 2022, as the average number of annual permits for single-detached units was effectively tripled compared with 2020.

In 2023, the number of single-detached units decreased considerably, while the number of apartment unit building permits continued to increase slightly. This resulted in the distribution of building permits in 2023 being dominated by apartment units (60%), while both single- and semi-detached units (37%) and townhouse units (3%) had the smallest share of any year from 2020 to 2023. With rising housing prices, market demand may continue to shift toward more affordable housing options, including higher-density ground-level unit types, at least in the short term.

The MTSP proposes a unit mix that delivers predominantly ground-related housing and allows flexibility to provide higher-density development through land-use permissions within the urban corridor and neighbourhood centres. Caledon has historically issued few building permits, with most issued for townhouses, especially in 2023. This is likely resulting in a widening missing middle in the Town, despite growing demand for more affordable housing options in the market. The MTSP will provide flexibility to offer a wider range of housing that addresses the missing middle, creating a more diverse housing market. Additional opportunities may also arise in the latter years of the build-out as the market continues to shift in response to rising housing prices. The proposed unit mix in the MTSP provides the flexibility to adapt to the current and future market conditions.

*Figure 6: Caledon Building Permits Issued 2020-2023*

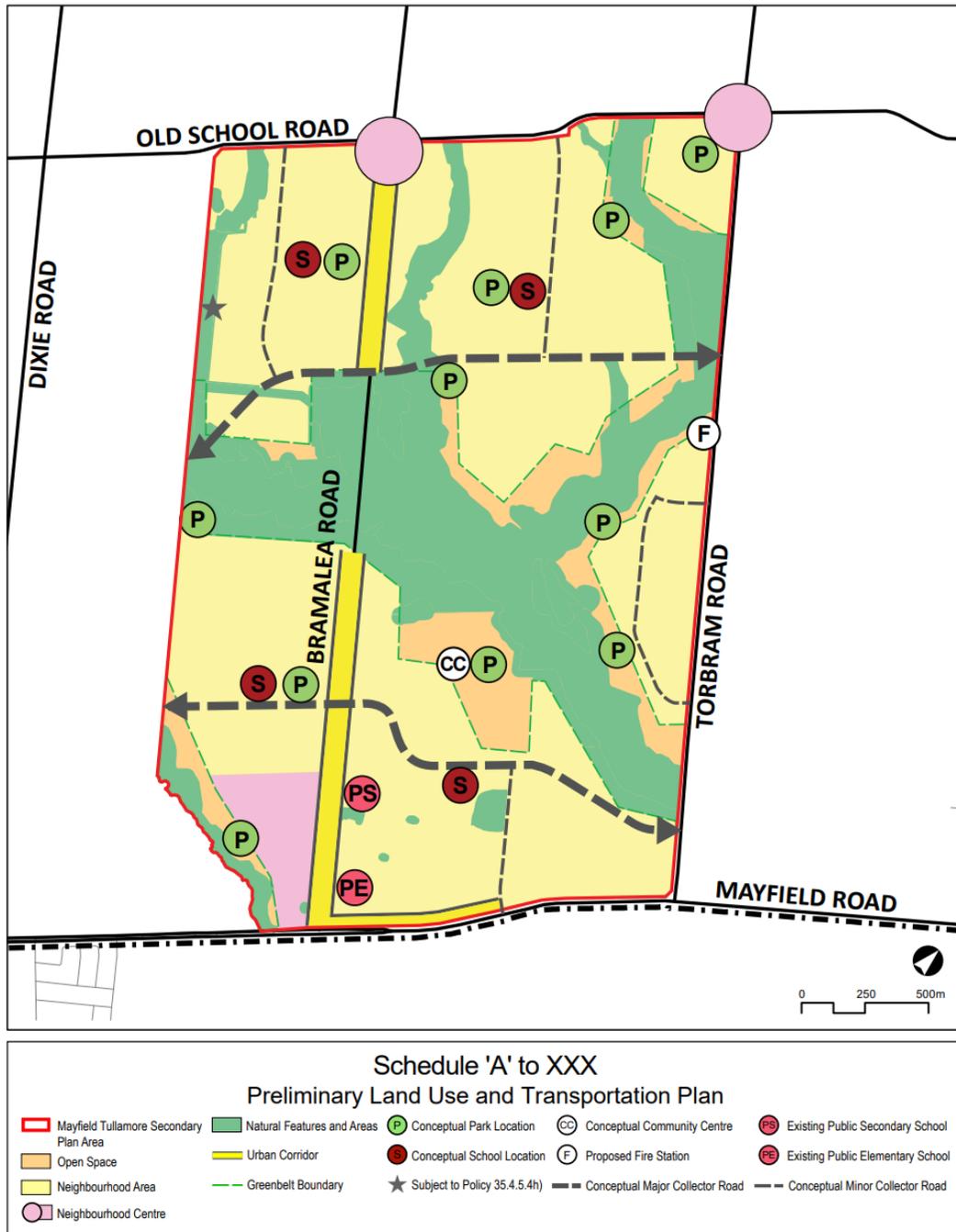


Source: Peel Region Open Data, 2020-2023

## 2.0 Proposed Development

The MTLOG is proposing an Official Plan Amendment to the Town of Caledon Official Plan for the MTSP Area to establish a comprehensive plan for the area and achieve a complete, coordinated, healthy, high-quality, and sustainable community. The Official Plan Amendment application is required to determine detailed land-use designations, along with a planning framework that ensures the staging and sequencing of development support a logical approach to efficiently utilize 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 7 below, will designate the lands for a range of residential, commercial, institutional, park, and open space uses, as well as a public road network. The proposed Official Plan Amendment and Land Use Plan is described in further detail in Section 7.

Figure 7: Proposed Land Use Plan Schedule



Source: MGP (2026)

The MTSP Area is intended to be developed into a sustainable, healthy, connected, and complete community with a wide range of land uses, housing options, built form, and community amenities that can support the future MTSP community.

The MTSP Area is intended to accommodate a minimum population of 26,900 people and 2,400 population-related jobs, for a minimum density of 74 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 MTSP is anticipated to yield a total of 8,467 units comprised of 3,661 single/semi-detached units (43%), 831 secondary units (10%), 1,878 street townhouse units (22%), 1,066 back-to-back/stacked townhouse units (13%), and 1,031 apartment units (12%).

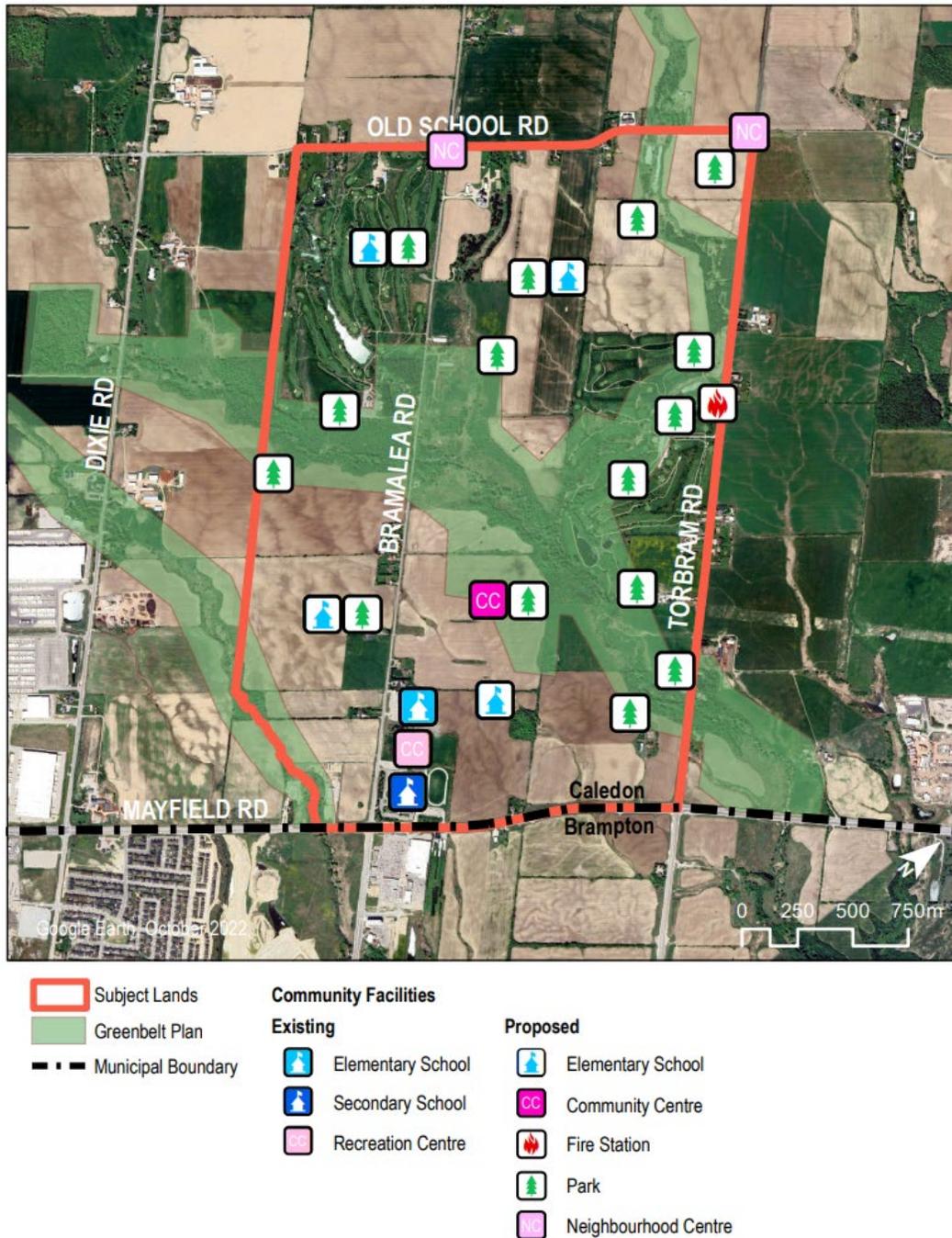
The MTSP community will be designed to prioritize sustainability and accessibility, ensuring that all residents can enjoy a high quality of life. Central to this vision is the creation of walkable neighborhoods, where community facilities such as parks, schools, and recreational areas are strategically located within a short walk of all residential areas. This approach will reduce the community's reliance on cars, thereby lowering carbon emissions and promoting healthier lifestyles.

As shown in Figure 7 above, most lands within the MTSP community will be designated as Neighborhood Areas, which will include permissions for ground-oriented and low-rise residential uses. Higher-density uses are planned for major arterial roads in strategic locations that are proposed to be designated as urban corridors. These urban corridors will support a thriving local economy by providing opportunities for retail and services to be located near residents housed at transit-supportive densities.

The highest-density development within the MTSP Area will be located in the Neighbourhood Centres, which will serve as significant focal points in the community at key intersections. These centres will offer a range of goods and services to the neighbourhood to meet residents' and workers' daily needs, within easy walking or cycling distance. Mid-rise or high-rise buildings are envisioned in these areas to provide a mix of 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 focal points that are the Neighbourhood Centres at key intersections.

The plan provides for 200 hectares of land to protect, preserve, and enhance natural heritage features. Flexibility for public use in these areas is permitted 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.

Figure 8: Proposed and Existing Community Facilities



Source: Google (2022), MGP (2026)

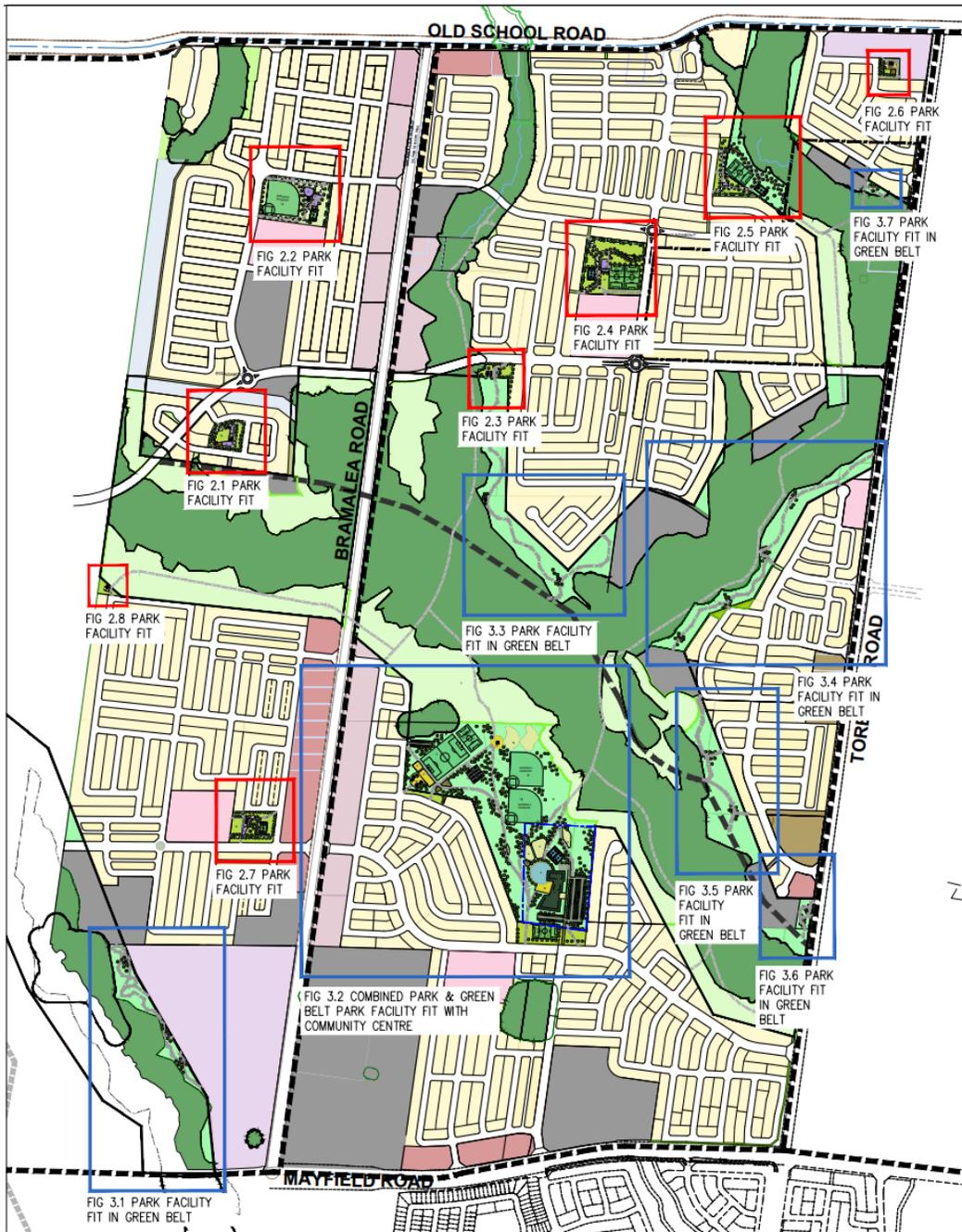
A fire hall is proposed near the central eastern boundary of the MTSP Area, along Torbram Road, to serve this growing community. Parks have been evenly distributed throughout the MTSP Area to provide accessible use for all community residents. Parks have generally been co-located near the existing Natural Features to provide stronger vistas

and connections to the proposed multi-use pathway following the NHS. In addition to the existing elementary and secondary schools in the MTSP Area, four additional elementary schools are proposed. The proposed schools are spread out and located to be accessible to the surrounding neighborhoods, with one being located near the southwest boundary, one located near the central eastern boundary, two being located in the southern half of the Subject Lands, and the remaining two being located in the northern half of the MTSP Area. Schools have also been co-located with parks, where possible, to make efficient use of land.

As shown in Figure 8 above, a Community Center, as well as approximately 35 ha of recreational area, is proposed within the tableland of the MTSP Area that is identified within the Natural Heritage System of the Greenbelt Plan. The proposed Community Center is centrally located in the southern half of the MTSP Area and will serve the current and future residents of the community that will replace the existing recreation center between Mayfield Secondary School and James Grieve Public School, near the intersection of Bramalea Road and Mayfield Road. The co-location of the Community Centre with the recreational area within the Greenbelt will provide enhanced accessibility and create a comprehensive recreational hub for residents

The 35 ha of proposed recreational area within the Greenbelt, in combination with the existing 9.1 ha of proposed parkland within the developable area of the MTSP's participating landowners, would surpass the required 5% parkland dedication as per Section 42 (1) of the Planning Act. A Facility Fit Plan has been prepared by NAK, dated February 2026, as shown below in Figure 9, to represent the recreational servicing potential of the proposed parkland and new Community Centre within the Greenbelt, showing that they can support a range of passive and active recreational uses while fulfilling the required recreational function for the community. This integrated approach maximizes the utility of the lands within the Greenbelt while providing recreational amenities for the community.

Figure 9: Facility Fit Plan



Source: NAK (2026)

By providing the necessary active-playfield requirements within the Greenbelt, a more flexible approach to balancing recreational needs can be used in the developable area of the MTSP Area by providing smaller parks with less space-intensive features, such as playgrounds. This will support land use efficiency while still providing accessible recreational space at the neighbourhood level, as shown in Figure 8.

A further breakdown of parks, amenities, and services is provided in Section 7.7 of this report.

## **3.0 Housing Profile**

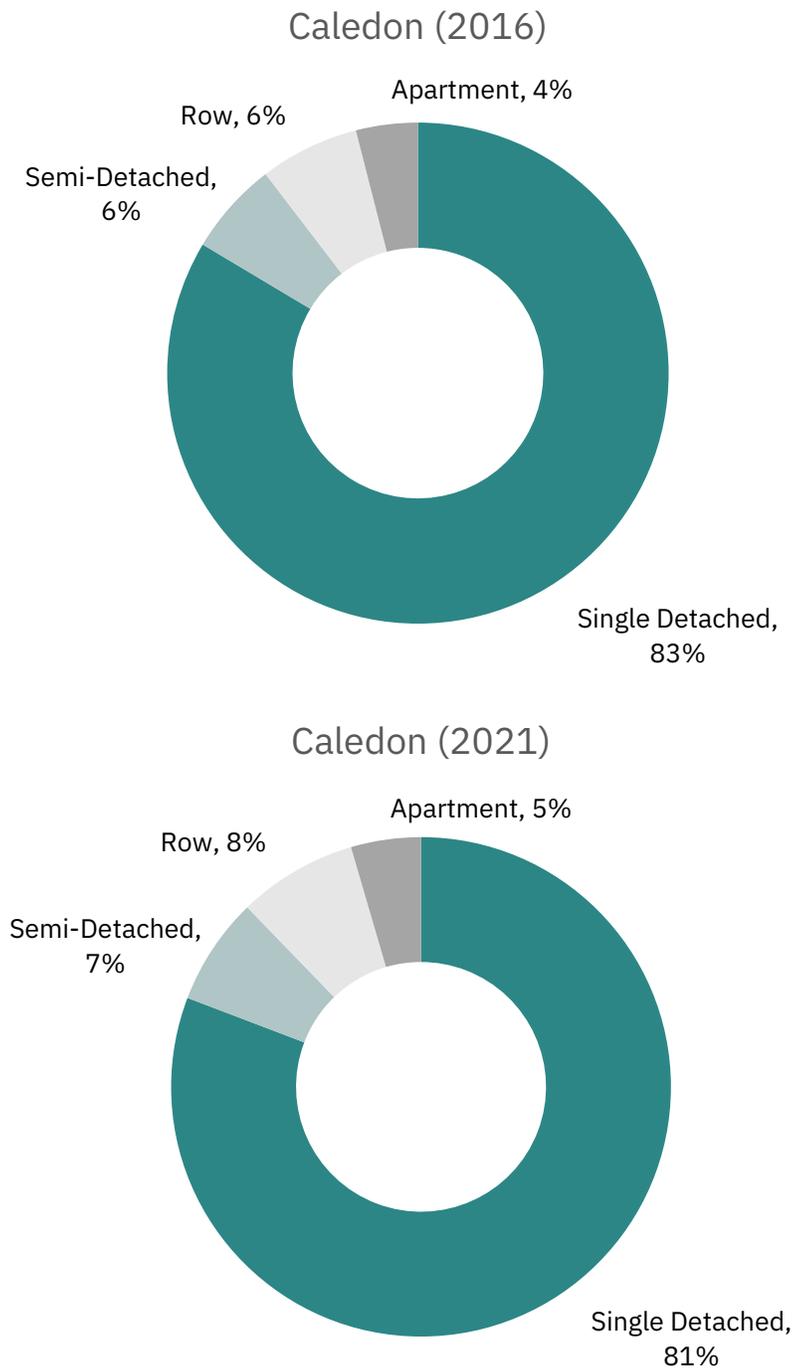
### **3.1 Current Housing Stock**

From 2016 to 2021, the number of occupied dwellings in Caledon increased from 21,250 to 23,695, a difference of 2,445. The dominant housing type in the Town in 2021 is single-detached dwellings, which account for a majority (81%) of all occupied dwellings in 2021. This is a significantly higher share of single-detached homes than in the Region of Peel (46%) and the Province (54%). Row houses account for the second most occupied dwellings in Caledon at 8%, followed by semi-detached dwellings at 7% and apartment dwellings at 5%, which is significantly lower than in Peel Region (29%) and the Province (31%).

As shown in Figure 10 below, there have been minor shifts in unit distribution within the Town from 2016 to 2021. The distribution has largely remained similar, but there has been a minor decrease in the share of single-detached homes, while the shares of apartments, semi-detached, and row houses have increased. This shift, although minor, is based on the market response to the introduction of the Growth Plan, which forced more efficient land use by constraining available developable land in the Greater Golden Horseshoe.

It is important to note that rising ground-related housing prices will push purchasers to consider more affordable alternatives. While single-detached units will remain the preferred option for purchasers in Caledon, shifts in housing prices will likely lead to market acceptance of denser unit types, at least in the short term. The MTSP is anticipated to deliver a unit mix that adequately reflects the current change in market demand and the historic unit distribution identified in Figure 109, and to provide flexibility to adapt to the market by full buildout.

Figure 10: Occupied Dwelling by Type in Caledon



Source: Statistics Canada, 2021 Census

### 3.1.1 Rental Housing Supply

The Canada Mortgage and Housing Corporation (CMHC) Rental Housing Report for the Greater Toronto Area covers the Town of Caledon for the years 2018 to 2023. The most recent rental housing data (2023) estimates that there are approximately 224 rental units in the Town of Caledon. Note that this count represents only the primary rental housing market as reported to CMHC and does not include the secondary rental market. Over the data collection period from 2018 to 2023, the total number of rental units increased significantly between 2019 and 2020, but has remained static since. Table 3 below shows the number of rental units by bedroom count from 2018 to 2023.

Section 5.9.11 of the RPOP states that 25% of all new housing units are to be rental tenure. Based on the Peel Region Housing Assessment, 24% of the housing supply in 2016 in the Region were rental units. The Region of Peel Housing and Homelessness Plan (“PHHP”) offers further insight into the Region's objective of increasing the number of affordable rental units.

However, in 2017, the Town of Caledon made the smallest contribution to rental housing, with only 80 purpose-built rental units in 2018 and 2019 (0.2% of the overall Regional rental supply), as shown in Table 3 below. In 2020, the number of purpose-built rentals increased to 224 (still only representing 0.5% of the Region’s housing supply) and has since remained the same.

*Table 3: Caledon Number of Townhouse and Apartment Rental Units by Bedroom Type, 2018-2023*

	2018	2019	2020	2021	2022	2023	Change	
							2018-2023	
Bachelor	11	11	29	29	29	29	18	264%
1 Bedroom	26	26	73	73	73	73	47	281%
2 Bedroom	36	36	100	100	100	100	64	278%
3 Bedroom	7	7	22	22	22	22	15	314%
<b>Total</b>	<b>80</b>	<b>80</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>224</b>	<b>144</b>	<b>280%</b>

Source: CMHC Rental Market Report (Table 3.1.3), 2018-2023

Table 3 above shows that Caledon as a whole has seen a 280% increase in total rental units between 2018 and 2023, with the largest increase in 3-bedroom rental units (314%). The total 2023 rental vacancy in Caledon, as identified by the CMHC, was 6.3%, which is significantly higher than the rental vacancy in Peel Region (1.9%).

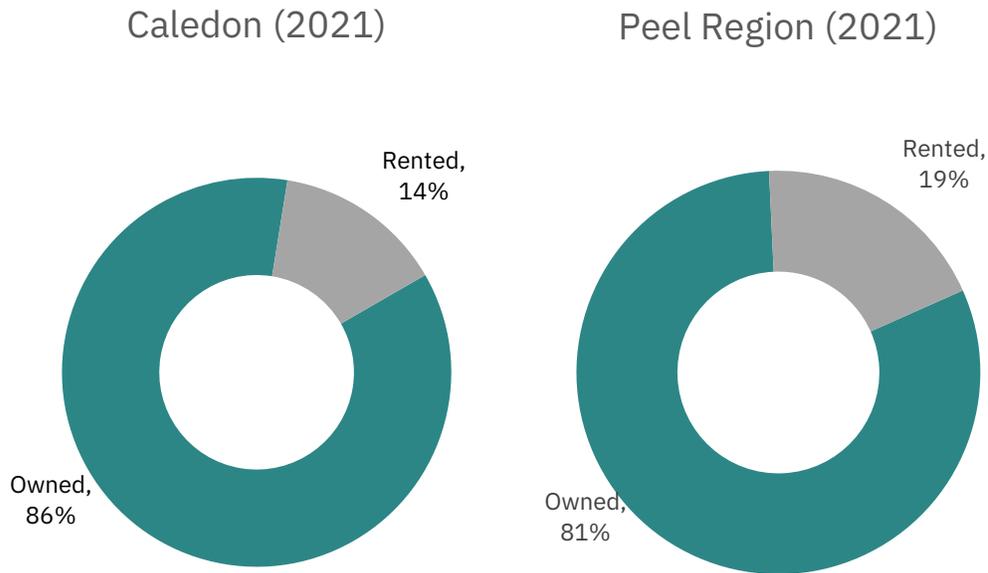
The MTSP includes a policy framework to facilitate secondary suites, which provides an opportunity for a greater supply of rental units in the primary rental housing market and in a secondary plan area that is intended to accommodate primarily ground-oriented housing types.

### 3.2 Housing Tenure

The majority of occupied units in Caledon are owned, with ownership rates estimated at

86% in 2021. As shown in Figure 11 below, the high percentage of home ownership is consistent with the average housing tenure in Peel Region (81%).

Figure 11: Occupied Dwellings by Tenure in Caledon



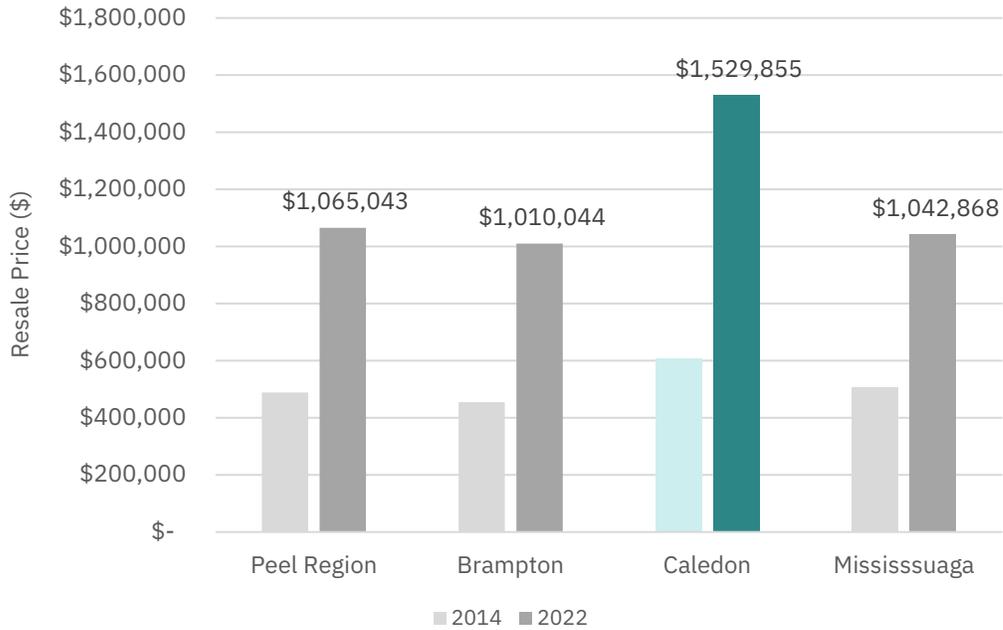
Source: Statistics Canada, 2021 Census

### 3.3 Housing Costs

#### 3.3.1 Ownership Costs

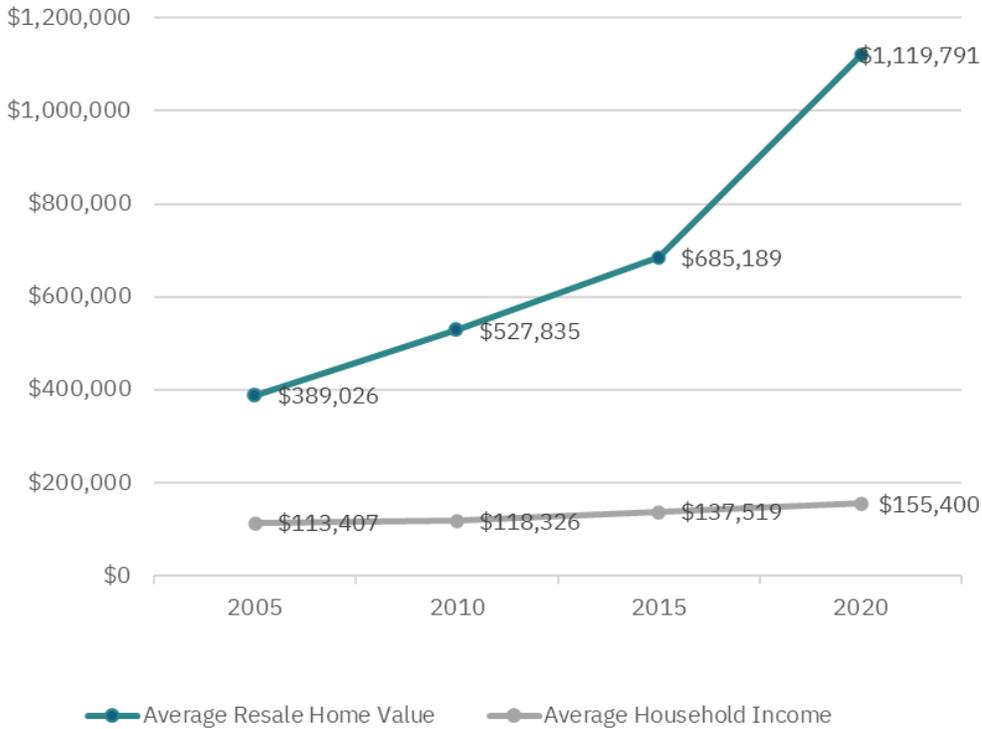
Based on July 2024 Toronto Real Estate Board data, the average resale home price (all housing types) in Caledon was approximately \$1,529,855, which is higher than the Regional resale average of \$1,065,043. When compared to the average resale price in 2014, the 2024 resale values in Caledon have increased by approximately \$921,335 (see Figure 12 below), which is a significantly higher increase compared to the Region of Peel, which increased by \$576,449 between 2014 and 2024.

Figure 12: Average Resale Home Prices in Caledon



Source: Toronto Real Estate Board Market Watch January 2014 to January 2024.

Figure 13: Caledon Average Resale Home Prices versus Average Income



Source: Toronto Real Estate Board Market Watch January 2014 to January 2024. Statistic Canada, 2005, 2010, 2015, 2020 Census

Looking further into the data, Figure 13 above shows the increase in average resale home prices relative to average household incomes in Caledon. The average resale price of homes in Caledon has increased substantially since 2005 in comparison to the average household income. Between 2005 and 2020, the average resale home value increased by 188%, significantly surpassing the average household income, which increased by only 37%. This contrast in housing prices and income growth will likely affect market demand for more attainable housing options, including higher-density ground-related housing types, at least in the short term. The MTSP policies will need to provide flexibility to deliver unit types that reflect shifts in market demand over the planning horizon.

### 3.3.2 Rental Costs

CMHC average rental cost data for Caledon between 2018 and 2023 have been suppressed to protect confidentiality or because the data were not statistically reliable. Due to this limitation in available data, this section instead analyzes CMHC average rental costs data for the Region of Peel to stand in for the purposes of this report. Based on CMHC rental housing data, the average rental rate in Peel has increased approximately 134% between 2018 and 2023. It is assumed that, similar to the average ownership costs discussed in Section 3.3.1 above, Caledon has likely faced higher increases in rent between these years as well.

Table 4: Peel Region Average Rental Rates 2019-2023

	2018	2019	2020	2021	2022	2023	Change	
							2018-2023	
Bachelor	\$897	\$928	\$1,037	\$1,063	\$1,148	\$1,163	\$266	130%
1 Bedroom	\$1,214	\$1,291	\$1,376	\$1,423	\$1,484	\$1,624	\$410	134%
2 Bedroom	\$1,381	\$1,460	\$1,546	\$1,601	\$1,666	\$1,856	\$475	134%
3 Bedroom	\$1,486	\$1,588	\$1,651	\$1,714	\$1,846	\$1,976	\$490	133%
<b>Total</b>	<b>\$1,320</b>	<b>\$1,402</b>	<b>\$1,484</b>	<b>\$1,533</b>	<b>\$1,601</b>	<b>\$1,764</b>	<b>\$444</b>	<b>134%</b>

Source: CMHC Rental Market Report—Greater Toronto Area Fall 2019 to Fall 2023

### 3.4 Residential Forecasts

The Town of Caledon is expected to accommodate a significant amount of the population growth in the Peel Region. As stated in Section 3 of this report, the Town is expected to grow to a total of 300,000 residents by 2051. This represents 223,500 new residents and accounts for 28% of all new growth in the region between 2021 and 2051. The Region of Peel Land Needs Assessment 2022 provides housing forecasts for 2051, as provided in Table 5 below. Based on this forecast, it is expected that the Town of Caledon will provide 40,000 single and semi-detached units, 23,000 townhouse units, and 2000 apartment units in the Designated Greenfield Area by 2051.

Table 5: Caledon Growth Phasing

Policy Area	Dwelling Type	2021	2031	2041	2051
<b>Entire Municipality</b>	Singles/Semis	21000	28000	46000	61000
	Towns	2000	6000	14000	25000
	Apartments	1000	1000	3000	5000
	<b>Total</b>	<b>24000</b>	<b>36000</b>	<b>63000</b>	<b>92000</b>
<b>Built-up Area</b>	Singles/Semis	10000	10000	10000	10000
	Towns	1000	1000	1000	2000
	Apartments	1000	1000	2000	3000
	<b>Total</b>	<b>11000</b>	<b>12000</b>	<b>13000</b>	<b>15000</b>
<b>Designated Greenfield Area</b>	Singles/Semis	3000	10000	26000	40000
	Towns	1000	4000	12000	23000
	Apartments	0	0	1000	2000
	<b>Total</b>	<b>5000</b>	<b>14000</b>	<b>39000</b>	<b>65000</b>
<b>Rural Area</b>	Singles/Semis	8000	7000	10000	11000
	Towns	0	0	1000	1000
	Apartments	0	0	0	0
	<b>Total</b>	<b>8000</b>	<b>8000</b>	<b>11000</b>	<b>12000</b>

Source: Region of Peel Land Needs Assessment 2022

Based on a review of occupied households in the Town of Caledon using census data from 2016 and 2021, the predominant housing type remains single-detached dwellings. However, there was a 27% increase in occupied apartment units and a 34% increase in occupied row house units from 2016 to 2021, whereas there was only an 8% increase in occupied single-detached units. This further establishes the shift in market demand towards denser and attainable unit types.

Table 6: Caledon Occupied Households, 2016 and 2021

Dwelling Type	Dwelling Count	
	2016	2021
Single Detached	17,735	19,120
Semi-Detached	1,280	1,650
Row	1,360	1,825
Apartment	845	1,070
<b>Total</b>	<b>21,220</b>	<b>23,665</b>

Source: Statistics Canada, 2016 and 2021 Census

It is intended that the MTSP will support the housing forecasts by providing predominantly ground-oriented housing types and providing flexibility for higher-density housing forms to reflect the current change in market demand.

# 4.0 Affordable Housing Needs Analysis

## 4.1 Affordable Ownership Housing

Affordable housing ownership is defined in the PPS 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.

### 4.1.1 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 7 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 in the Region of Peel Housing and Homelessness Plan 2018-2028 (2021 Annual Report), the maximum home ownership cost for affordable permanent housing is \$411,047.

*Table 7: Low to Moderate Household Income Distribution and Purchase Price, Halton 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 2021 Annual Report (2021)*

The PHHP defines affordable housing as housing for households with low to middle incomes. The classification of low-income and middle-income households in the PHHP is based on 3 income deciles and therefore has the same number of households in each

income group. The PPHP further determines the maximum home ownership costs based on 30% of the 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.

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

For Scenario 2, the Region of Peel Data Portal provides affordable housing data that establish the 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 8 below, Scenario 2 would produce an affordable ownership threshold of \$1,006,164. Since affordable housing is considered a regional matter, this affordability threshold applies to the entirety of Peel Region.

*Table 8: Affordable Housing Costs based on Average Resale Home Prices, 2022*

	Detached	Semi-detached	Townhouse	Condominium Apartment	All Types	10% Below Total Average Resale Price
Region of Peel	\$1,524,220	\$1,094,896	\$926,429	\$671,103	\$1,117,961	\$1,006,164
Caledon	\$1,803,703	\$1,137,607	\$1,010,855	\$779,173	\$1,613,867	\$1,452,480

*Source: Peel Region Open Data (2022)*

The results from the evaluation of both Scenario 1 and Scenario 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 MTSP 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 \$1,006,164 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 PPHP and Peel Region Open Data are from 2021 and 2022, respectively. However, given that the trends in housing pricing have increased, it is assumed that Scenario 1 would continue to be used in determining the maximum affordable housing price.

**4.1.3 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 MTSP. 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 MTSP 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 \$556,900. This threshold, although within a similar range, is higher than the \$411,047 Scenario 1 threshold provided by the PHHP, but it 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 \$1,003,500, which is slightly lower than the threshold provided through Scenario 2.

Similar to Scenarios 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 it 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.

## **4.2 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.

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

Low and middle-income households, as defined by the PHHP discussed above, are households with earnings of \$103,345 or less. Table 9 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 9: 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: PHHP 2021 Annual Report (2021)

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

Based on the PHHP 2021 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 lower threshold of the two scenarios. As such, the affordability assessment for the MTSP 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.

#### **4.2.3 Alternative Affordability Thresholds**

The Provincial data set discussed in Section 4.1.3 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 \$2,690, 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 \$1654.75.

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 MTSP. However, the Provincial Data sets showcase the potential ranges of affordability and attainability that should be considered and reinforce that consideration of a higher threshold may provide greater flexibility in identifying and providing attainable housing for larger households.

### **4.3 New Unit Affordable Housing Supply within the Secondary Plan Area**

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 PPHP 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 MTSP, the estimated supply of 847 additional dwelling units is approximately 11% 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 11% of dwelling units being affordable is reasonable, achievable, and makes sense 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 (\$1,006,164 for Ownership and \$2,584 per month for Rental) uses as a measure for attainable housing, the 385 apartments and 773 back-to-back and stacked townhouses representing another combined 14% of the proposed dwellings within the Secondary Plan area would likely meet these targets. Therefore, 14% 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.

# 5.0 Supporting Technical Studies

## 5.1 Traffic Impact Study

A Traffic Impact Study was prepared by BA Consulting Group Ltd., dated August 2024. The purpose of the report is to assess the potential impacts and effects on the local and surrounding roadway network resulting from the proposed development. The Town of Caledon also developed its Multi-Modal Transportation Master Plan (MMTMP) in conjunction with the Future Caledon OP and provides direction on transportation improvements within Caledon to 2051. The proposed collector road network for the community differs from the collector road network proposed for the community in the MMTMP due to natural heritage affecting road links, rationalization of access locations onto the existing boundary road network and avoiding a direct connection to Dixie Road to the west to shorten travel distance from the planned employment lands to the west.

The MMTMP proposes Mayfield Road, Torbram Road, and Old School Road as fixed-route transit corridors. Use of these corridors alone will provide a high level of transit connectivity to the community on efficient linear routes, and there are additional opportunities for supplemental routes that operate on the internal collector road network to provide additional transit connectivity to residents. All of the collector roads in the collector road network for the community will include multi-use paths on both sides of the roadway. The MMTMP has proposed several cycling infrastructure improvements within the vicinity of the site, which will help to provide external connectivity to the broader cycling network for community residents.

The report provides the following conclusions and findings regarding traffic analysis:

- The work done for the OP and MMTMP included the projection of traffic volumes onto Caledon’s existing arterial roads to the year 2051, assuming that Highway 413 is operational. The 2051 volumes were assigned to all movements on the boundary roads of the structure plan and are considered to account for all future development traffic volumes in Caledon.
- The community is expected to generate 4,050 and 5,025 two-way vehicle trips during the morning and afternoon peak hours, respectively. Site traffic has been assigned onto the area road network based on a review of travel information provided by the 2016 Transportation Tomorrow Survey (TTS).
- Cycle lengths have been assigned to each of the site boundary corridors. Mayfield Road intersections have been assigned a cycle length of 200 seconds, Old School Road intersections have been assigned a cycle length of 100 seconds, Bramalea Road intersections have been assigned a cycle length of 60 seconds, and Torbram

Road intersections have been assigned a cycle length of 100 seconds.

- Any recommended intersection improvements should be further studied in conjunction with any studies that are undertaken for the widening of the boundary roads.
- Under future total conditions, with the addition of 2051 TMP and site traffic volumes, the external site intersections will operate acceptably during both the morning and afternoon peak hours.

For a further breakdown of the findings detailed above, please refer to the full Traffic Impact Study.

A Transportation Impact Study Addendum letter has been prepared by BA Consulting Group Ltd., dated February 2026, for the purpose of this resubmission. The purpose of the letter is to provide a traffic review of the development proposal and directly address comments from the Town, Region, and the Public. For further breakdown, please refer to the full Transportation Impact Study Addendum letter.

## **5.2 High-Level Background Servicing and Stormwater Management Analysis**

A High-Level Background Servicing and Stormwater Management Analysis was prepared by SCS Consulting Group, dated August 2024. The purpose of this report was to provide a summary of the existing sanitary and water system and associated improvements throughout the Region of Peel and Town of Caledon, and a summary of the ongoing stormwater management analysis, that supports the development of the Mayfield-Tullamore Secondary Plan area, which is part of the future development areas identified in the Region Official Plan (2022) and Town of Caledon Official Plan (2024).

The report provides the following findings:

- SWM design for the secondary plan will meet all relevant quantity control, quality control, erosion control, temperature mitigation, water balance, and conveyance criteria. SWM facilities will generally be located at the existing low points throughout the Study Area adjacent to existing conveyance features and watercourses to provide a suitable outlet.
- There are existing watermains on several arterial roads surrounding the Study Area including:
  - 300 mm diameter watermain on Bramalea Road, northerly from Mayfield Road up to an existing elementary school's northern property limits (James Grieve Public School);
  - 200 mm diameter watermain on Torbram Road; and
  - 300 mm diameter watermain and 750 mm diameter watermain on Mayfield Road.
- The Study Area spans the Peel Region water pressure zones 6 and 7 with the northwest corner of the Study Area serviced via pressure zone 7 and the remainder via pressure zone 6.

- Master Water and Sanitary servicing plans have been prepared for the Study Area based on the documents and discussions outlined in the report.
- Region of Peel SABE Water and Wastewater Servicing Analysis identifies the servicing needs of the anticipated growth areas in Caledon from 2041 to 2051 including the development area surrounding the anticipated Bolton GO Station.
- Master Water Servicing Plan is provided to show distribution and transmission mains per the latest Region of Peel DC infrastructure mapping and the approximate pressure zone boundaries.
- Master Sanitary Drainage Plan is provided to show local wastewater mains and drainage boundaries per the latest Region of Peel DC infrastructure mapping and proposed wastewater mains based on the latest sanitary drainage plans distributed by the Region of Peel to the Secondary Plan consultant team.

For a further breakdown of the findings detailed above, please refer to the full analysis.

### **5.3 Local Subwatershed Study**

This Local Subwatershed Study is separated into three phases, each with an associated report including Subwatershed Characterization and Integration (Phase 1), Impact Assessment (Phase 2), and Implementation and Management Strategies (Phase 3). The Phase 1 report accompanies the current Secondary Plan application supported by this planning opinion report.

A Phase 1 Subwatershed Characterization and Integration Report was prepared by EI Consultants Ltd. (GEI) and SCS Consulting Group Ltd. (SCS) dated August 2024. The purpose of this report is to identify, characterize and assess natural heritage features, water resources, and natural hazards within the Study Area.

The Phase 1 Report provides the following conclusions:

- The MTSP Area is located within the West Humber River watershed with Tributaries of Campbell's Cross Creek and the West Humber River traversing the Study Area.
- Based on the ecological scope of work, the following Natural Heritage Features have been identified within the Study Area including Provincially Significant Wetlands and Other Wetlands, Significant Woodlands and Non-significant Woodlands, Significant Valleylands and Non-significant Valleylands, Significant Wildlife Habitat, Fish Habitat (direct and indirect), and Habitat of Endangered and Threatened Species.
- There are a number of features identified outside of the core NHS that may be further refined to support the future NHS, including Non-significant ("Unevaluated") Wetlands, Non-significant Woodlands, and Non-significant Valleylands associated with medium constraint watercourses.
- Based on the fluvial geomorphic assessment, the delineation of reaches from the Scoped SWS for the SABE was generally maintained with minor revisions; Meander belt delineation was completed for the Study Area; which also helps

define the habitat limits for occupied Redside Dace.

- Existing storm drainage boundaries were delineated for the Study Area and surrounding area; catchment parameters of affected catchments of the Humber River Hydrology Model were modified to reflect the revised areas. In general, the peak flows of the catchments that were modified did not change significantly throughout the Study Area. No updates to downstream flood lines are warranted and any impacts to downstream flood vulnerable areas will be negligible based on the slight increase in peak flows. Stormwater runoff control criteria have been established based on the requirements of relevant design guidelines and standards.
- Based on subsurface investigations the underlying soil and groundwater conditions, and site geology was characterized and used to support the hydrogeological study. In general, a regional deposit of stiff to hard cohesive glacial till was encountered across the Study Area, underlain at depth in some boreholes by very dense cohesionless glacial till. Underlying the glacial till, many boreholes encountered various cohesionless deposits of typically compact to dense sands and silts. Gravel deposits were locally encountered at depth in some of the boreholes advanced in the northern part of the Study Area, and locally in the eastern part of the Study Area.
- Based on the background review and regional stratigraphic units, the upper glacial till deposits are deduced to be the Halton Till formation, forming the Halton Aquitard. The deeper deposits of cohesionless glacial till underlying the upper cohesive till or the sands, silts, and gravels are deduced to be Newmarket Till, forming the Newmarket Aquitard. The deposits of sands and silts could be part of the Oak Ridges Aquifer Complex (ORAC), or where thinner, could be part of the Halton or Newmarket Till formations. The local gravels and gravelly deposits are deduced to be part of the ORA;
- When assessing groundwater flow directions, Study Area data was relatively consistent with the SABE Scoped SWS reporting. However, groundwater level monitoring to date has been limited and continued monitoring of monitoring well locations will provide better insight on these systems. Surface water monitoring will also continue into 2025 to confirm Groundwater/Surface Water Connections.
- Preliminary water balance calculations for existing (pre-development) conditions found the average annual runoff volume ranged from about 12,302 to 151,856 m<sup>3</sup>/year for the participating properties, and the average annual infiltration volume ranged from about 16,500 to 103,400 m<sup>3</sup>/year for participating properties. The total yearly target for infiltration across the Study Area (including participating and non-participating properties) is 935,451 m<sup>3</sup>/year.
- A preliminary slope stability study was completed which estimates that the LTSTOS position ranged from coinciding with the existing top of slope to being set back 23.8 m from the top of slope; GEMTEC provided slope stability setbacks specific to Properties 9 and 10. Slope stability has been used to support valleyland limits and setbacks for the Natural Heritage System.
- Preliminary adaptive management strategies that consider the impacts of climate

- change to support resilience and conservation of the built and natural environment are proposed.
- Phase 1 Report has reviewed and confirmed the extent of the preliminary NHS proposed in the SABE Scoped SWS for the Study Area. A series of analyses were completed to identify natural hazards, natural features and functions that meet the definition of NHS components as described in the Provincial Policy Statement, Town of Caledon Official Plan and Region of Peel Official Plan. The preliminary NHS includes valley and stream corridors, wetlands, woodlands, significant wildlife habitat, habitat of endangered and threatened species, fish habitat, and minimum VPZs. Phase 2 will include a more detailed review of potential restoration and enhancement areas, ecological compensation and linkages as the local SWS progresses.

For a further breakdown for findings and recommendations, please refer to the full Phase 1 Report.

#### **5.4 Archaeological Assessment**

A Stage 1 Archaeological Assessment was prepared by ASI, dated August 2024 (revised February 2026). The purpose of the report is to identify and consider the proximity of previously registered archaeological sites and the original environmental setting of the study area, along with nineteenth and twentieth-century settlement trends. The assessment concluded that three archaeological sites were documented within the study area, two of which did not warrant any further work and one which has been recommended for a Stage 3 Archaeological Assessment. The assessment further concludes that based on the application of the modeling criteria, approximately 85% or 430.14 hectares of the study area exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources.

As part of this conclusion, the assessment provides the following recommendations:

- Stage 2 archaeological assessment is required on any lands within the Mayfield Tullamore Community Secondary Plan study area that may be subject to a development application as mandated under the *Planning Act* or subject to alterations governed by any other type of legislated approval process with archaeological assessment requirements, except where those lands have been previously assessed and cleared of archaeological concern by the relevant approval authority.
- Such assessment(s) must be conducted in accordance with the 2011 Provincial *Standards and Guidelines for Consultant Archaeologists* using methodologies appropriate to the property in question and its surficial conditions. All active or formerly worked agricultural lands must be assessed through pedestrian survey. Wood lots and other non-arable lands must be assessed by means of test pit survey. Areas deemed to be disturbed or of no potential due to factors of slope or drainage during the Stage 2 assessment process must be appropriately documented.

- Stage 3 assessment must be undertaken for the area associated with archaeological site Stubbing-Carr site (AkGw-567) on Lot 19, Concession 5 East of Centre Road to more fully identify the character, extent, and significance of the archaeological deposit, in accordance with the Standards and Guidelines.

For a further breakdown of the findings detailed above, please refer to the full assessment.

## **5.5 Community Design Guidelines**

A Mayfield Tullamore Community Design Guideline (“MTCDG”) has been prepared by NAK Design Strategies, dated August 2024. The purpose of the document is to describe clear design direction for implementing the design vision and intent of the proposed community in support of municipal development goals, while retaining the MTSP area’s own unique design integrity. This document will provide guidance to all parties involved in delivering a pedestrian friendly, transit-oriented community with mixed uses, a diversity of housing types and densities, a variety of commercial, employment and institutional uses and an emphasis on preserving and enhancing the Natural Heritage System (NHS).

The MTCDG provides 5 goals and objectives intended to guide the MTSP area to develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit oriented. These are reflected in the Draft Official Plan Amendment. These 5 objectives include the following:

- An Environmental Conscious Community;
- A Complete Community;
- A Connected Community;
- A Well-Serviced Community; and
- An Attractive Community.

To achieve these objectives, the MTCDG contains Community Design Elements that provide guidance for the preparation and review of development applications. These Community Design Elements include:

1. Neighbourhood Centres are composed of commercial activity and higher-density residential and mixed-use development. Urban Corridors along key arterial roads that will have a mix of uses with higher-density residential built forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.
2. A range of commercial opportunities throughout the Secondary Plan area, including options that maximize walkability for residents.
3. A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place.
4. A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic

streetscapes.

5. An active transportation corridor will generally run within the Greenbelt lands and will create a safe and central trail that will provide residents with an attractive, off-road active transportation option across the Secondary Plan.
6. A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment.
7. A complete active transportation system that provides both on- and offroad 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 Greenbelt.

The MTCDG provides further guidance on achieving the objectives and goals through community framework, street network & mobility, the public realm, preliminary architectural guidelines, and sustainable development. With the guidance of the MTCDG, the Mayfield Tullamore community will support the Town’s vision, goals, and principles toward creating distinct, accessible, pedestrian-oriented, and transit-supportive developments with diverse employment opportunities and an enhanced natural environment that is sustained for current and future benefits.

For an in-depth breakdown of the CDG, please refer to the full document.

## **5.6 Agricultural Impact Assessment**

An Agricultural Impact Assessment has been prepared by Colville Consulting Inc., dated August 2024. The purpose of the assessment is to identify and evaluate potential impacts of the proposed settlement area boundary expansion (SABE) and subsequent development of the Mayfield Tullamore Secondary Plan Area on the local Agricultural System. Where impacts are identified, recommendations are provided to avoid, or where avoidance is not possible, minimize potential impacts to the extent feasible. The AIA determined that the proposed SABE and subsequent development of the Mayfield Tullamore Secondary Plan Area is consistent with provincial and municipal policies.

The assessment provides the following findings:

- The Mayfield Tullamore Secondary Plan Area is predominantly in agricultural production of common field crops. There are two remnant agricultural operations, one active agricultural operation, one agriculture-related land use, and approximately 34 non-agricultural uses which includes approximately 28 non-farm residences.
- There are natural heritage features, two golf courses, and disturbed areas identified within the Study Area.
- Impacts associated with the proposal are primarily limited to the loss of prime agricultural lands, cultivatable land, tile drainage, and farm infrastructure.
- The AIA has recommended mitigation measures that will avoid, or minimize, impacts to the local Agricultural System, to the extent possible. Net indirect impacts following implementation of recommended mitigation measures will

minimize potential impacts.

For a further breakdown of the findings detailed above, please refer to the full assessment.

## **5.7 Cultural Heritage Analysis**

A Cultural Heritage Analysis was prepared by GBCA Architects, dated July 2024. The purpose of the report is to identify, evaluate, and provide recommendations for the conservation of cultural heritage resources.

The following findings are presented in this report:

- Other than the two golf courses, most of the lands in the study area are generally undeveloped agricultural (currently either active or inactive). The historic agricultural landscapes are, however, altered due to the various severances of the lands over the course of the twentieth century.
- The original farming patterns – one that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures and vegetative elements such as tree rows or hedgerows – are generally no longer extant within the study area.
- 12933 Bramalea Road (the Beth Neil Farms) and 12306 Torbram Road (a grouping of agricultural-related out-buildings behind a contemporary residential building with a remaining area of agricultural lands) are the only property that still have groupings of agricultural-related out-buildings and do not, however, have the original farmstead associated with the farming operations, nor do they appear on the heritage maps.
- The properties within the Mayfield Tullamore Secondary Plan located at 4848 Mayfield Road, 12380 Torbram Road, 12722 Bramalea Road, and 5069 Old School Road were previously identified as cultural heritage resources. Additional recommendations are provided in the report.
- The properties adjacent to the MTSP Areas located at 12861 Dixie Road, 12489 Dixie Road, 12245 Torbram Road, and 12729 Torbram Road were previously identified as cultural heritage resources. Additional recommendations are provided in the report.
- Handfuls of residential lots have been severed from the larger agricultural properties and newer residences, dating from the mid-to-late twentieth century onwards, have been introduced onto the formerly agricultural lands, generally along the street frontages.
- Based on the background research and the field review, no additional cultural heritage resources were identified.

For a further breakdown of the analysis and recommendations, please refer to the full Cultural Heritage Analysis.

## **5.8 Commercial Impact Study**

A Commercial Impact Study was prepared by Altus Group Economic Consulting, dated August 2024 and revised February 4, 2026. The purpose of this report is to examine the market demand and potential impacts of the proposed development on the Town's planned commercial structure.

The report concludes with the following findings:

- The Subject Site is well supported by surrounding regional retail clusters in Bolton, Brampton and Orangeville. These established clusters are expected to continue to support the majority of regional retail need for the Subject Site and surrounding communities;
- The trade area relevant to the Subject Lands includes the Town of Caledon and recently developed greenfield communities in north Brampton. A commercial inventory completed in July 2024 found that there is slightly over two million square feet of commercial space in the trade area;
- Upwards of 1.5 million square feet of commercial space has been identified in various stages of the development pipeline, including over 500,000 square feet which is comprised of vacant land that is designated commercial in largely built out greenfield communities;
- Based on the estimated current population in the trade area, there is assessed to be a shortfall of approximately 267,000 square feet of commercial space in 2024;
- Forecasted population growth will result in a market demand for upwards of 3.5 million square feet of additional commercial space across the trade area by 2051;
- Given the population, location, and anticipated characteristics of the Subject Site, approximately 430,000 square feet of commercial space is warranted to support the community's day-to-day, and week-to-week needs, with some select opportunity for attracting regional retailers as well; and
- Notable uses which should be prioritized on the Subject Site include the provision of up to two supermarkets of between 30,000 and 35,000 square feet each, general merchandise tenants (dollar stores, specialized home furnishings) of 10,000 to 15,000 square feet, a specialized building supply store of up to 20,000 square feet, a large format pharmacy of 17,500 to 22,500 square feet in addition to one or two additional medium or smaller-format pharmacies, as well as a wide range of personal care services, restaurants and other smaller sized retailers.

For a further breakdown of the findings and conclusions, please refer to the full Commercial Impact Study.

## **5.9 Fiscal Impact Study**

A Fiscal Impact Study was prepared by Keleher Planning & Economic Consulting Inc.

(“KPEC”), dated August 2024. The purpose of this report is to review the fiscal impacts of the redevelopment of the Tullamore Lands within the Town of Caledon on the Town’s finances. Ultimately, the report concludes that the proposed development at build-out would result in an annual fiscal surplus of \$5.7 million or \$217 per capita that could be used to mitigate future property tax increases, increase contributions to a tax rate stabilization reserve fund, expand municipal services, and/or fund backlogged state of good repair works.

To produce these conclusions, the report provides the following estimated incremental annual revenues and expenditures related to the development at build-out:

- Annual property tax revenues to the Town of \$24.1 million;
- Annual non-tax revenues of \$2.5 million;
- Annual operating costs for community services of \$11.2 million;
- Annual operating and lifecycle costs for development-related installed infrastructure of \$376,000;
- Annual lifecycle costs for Town-wide external growth-related infrastructure of \$9.3 million.
- The incremental \$26.6 million in revenues represents 14.4% of current Town-wide annual revenues (\$185 million), while the \$20.9 million in incremental annual expenditures represents 18.6% of current annual Town-wide expenditures (\$112 million).

For a further breakdown of the findings detailed above, please refer to the full Fiscal Impact Study.

## 6.0

### Planning Policy Analysis

The MTSP Area is included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan (“RPOP”), which was adopted by Regional Council in April 2022 and approved with modifications by the Province in May 2024. The lands are further identified under the new Future Caledon Official Plan (“FCOP”) on Schedule B1 as Urban Area, which was adopted by council on March 2024 and approved by the Minister of Municipal Affairs and Housing on October 22, 2025. MTLOG is proposing an OPA to establish detailed land use designations and policies for the MTSP Area that align with the FCOP, and the and approved Peel Region Official Plan.

## **6.1 Provincial Planning Statement, 2024**

The Provincial Planning Statement (the “PPS 2024”) was introduced on October 20th, 2024, and with it, a simplified and more locally responsive planning document for municipalities. The PPS 2024 replaces both the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. This application, however, was originally submitted prior to this effective date and as such was originally reviewed under the 2020 PPS and Growth Plan as they were the in-force policy documents.

The PPS 2024 is a streamlined province-wide land use planning policy framework that provides municipalities with the tools and flexibility they need to build more homes. The PPS 2024 is a 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. The PPS 2024 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, public health and safety. Under the Planning Act, planning decisions must be consistent with the policies of the PPS.

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 liveable communities. All land use decisions (provincial and municipal) must be consistent with the PPS.

### **6.1.1 Managing Growth and Settlement Areas**

The portion of the MTSP Area within the Urban Area Boundary are considered a “Designated Growth Area” within the “Settlement Area” as defined by the PPS. The PPS emphasizes the importance of accommodating growth through support of an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs. It further supports improving accessibility for people of all ages and abilities by addressing land use barriers which restricts their full participation in society.

Settlement Areas are to be “the focus of growth and development” (Policy 2.3.1.1). Settlement areas are to be based on densities and a mix of land uses that efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, and support active transportation, among other factors (Policy 2.3.1.2). It is the

intent of Section 2.3.1.1 of the PPS to ensure that land use patterns and development in Settlement Areas occur in a manner that optimizes use of land and resources, existing and planned infrastructure and public service facilities, supports active transportation, is transit supportive and freight supportive as appropriate.

Section 2.3.1.1 focuses growth and development to Settlement Areas and re-iterates the importance of promoting efficient development patterns, protecting resources, promoting green space, ensuring the effective use of infrastructure and public service facilities, and minimizing unnecessary public expenditures (Section 2.3.2, Section 2.9, Section 3.1 and Section 3.9). Sections 2.3.2 and 2.3.3 of the PPS further encourage land use patterns within Settlement Areas that have a range and mix of densities and land uses that efficiently use land, resources and planned infrastructure services and support active transportation. Section 3.9 supports the development of healthy and active communities through the promotion of safe and equitable streets and open spaces which meet the needs of pedestrians, foster social interaction, and facilitate community connectivity. This includes the planning and provision of recreational facilities, parks and public open space and trails and linkage systems (Section 3.9).

New development in Designated Growth Areas should occur adjacent to the built-up area and should provide compact development that promotes a mix of uses and densities as to allow for the efficient use of infrastructure, public service facilities, and transportation. Designated Growth Areas refer to lands within Settlement Areas designated in an official plan for growth over the long-term planning horizon, but which have not yet been fully developed. Section 2.1.4 provides that at all times, municipalities must have the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. Where new development is to occur, municipalities are to also maintain at all times land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

The MTSP Area has been brought into the urban growth boundary and is designated for urban development. The proposed amendment represents a contiguous development and the efficient use of land, and utilizes existing and planned infrastructure and public services facilities efficiently. The proposed amendment proposes a compact development pattern comprising a range and mix of land uses, including residential uses that encourage a range of densities, dwelling types, and attainable housing opportunities to serve the needs of current and future residents. The amendment proposes a connected transportation network that includes active transportation opportunities and connections throughout the community using both on- and off-street routes to public facilities such as schools and parks. Further, schools and parks are distributed throughout the MTSP Area to ensure equitable distribution, and are located adjacent to the natural heritage system, where possible, to ensure access to both built and natural settings for recreation. It is our opinion that the proposed amendment is consistent with growth management and settlement area policies of the PPS.

### **6.1.2 Sensitive Land Uses**

Section 3.5.1 of the PPS 2024 states that sensitive land uses shall be planned and developed to avoid (or at least minimize the adverse effects of) odour, noise and other contaminants, minimize risk to public health and safety. It should be noted that the surrounding lands to the east and west of the Subject Lands are planned employment lands. As such, it is anticipated that through the Tertiary Plan, areas will be identified for the need for buffering and/or mitigation, which will be addressed where proposed residential land uses are adjacent to employment uses. Where new facilities are proposed in proximity to sensitive uses, a proponent will be required to undertake the necessary impact analysis and implement, as a condition of approval, the appropriate abatement measures, in accordance with Ministry of Environment, Conservation and Parks guidelines and the Peel Region Land Use Compatibility Guidelines. The potential for impacts (Air and Noise) associated with new facilities will be addressed by provincial permitting and review tools such as Environmental Compliance Approvals, Environmental Activity and Sector Registry, or Environmental Assessments.

The policies of the Official Plan and the secondary plan provide that, where required, Environmental noise and vibration assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during daytime, evening, and nighttime hours. Environmental noise and vibration impact assessments shall be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.

### **6.1.3 Wise Use and Management of Resources**

Another goal of the PPS is the long-term protection of natural heritage, water, agricultural, mineral, and other resources for their economic, environmental, and social benefit (Section 4.1). Section 4.1.2 encourages that the diversity and connectivity of natural features and the long-term ecological function and biodiversity of natural heritage systems be maintained, restored or improved, where possible. The PPS prohibits development and site alterations within significant wetlands, significant woodlands, significant valley lands, significant wildlife habitat, significant Areas of Natural and Scientific Interest (ANSI's), and coastal wetlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (Section 4.1.5). With respect to the Greenbelt Plan area, the PPS relies on the Greenbelt Plan to address area-specific matters.

Section 4.2.1 directs planning authorities to protect, improve, or restore water quality and quantity by maintaining linkages between hydrologic features and natural heritage features and ensuring that stormwater management practices minimize contamination and maintain the extent of pervious surfaces.

The proposed amendment is consistent with the natural heritage system policies of the

PPS and will not negatively impact the natural features or their ecological functions as the features within and surrounding the MTSP Area are buffered from proposed areas for development. Additional field assessment, feature delineation and mitigative design measures will be completed in consultation with Toronto and Region Conservation Authority and Town of Caledon as part of future design phases. Some encroachment into setbacks and buffers (e.g., grading, trails) may be proposed subject to consultation with the agencies.

The detailed design will be determined through a future functional servicing report as part of the Tertiary Plan process, which would also determine the potential for low impact development measures. The retention of the existing natural heritage system, and the implementation of buffers, stormwater management ponds, and open space areas ensure that pervious surfaces are maintained. Subject to further studies, it is our opinion that the proposed amendment will be consistent with Section 2 of the PPS and balance growth objectives with environmental protection.

#### **6.1.4 Protecting Public Health and Safety**

Section 5 of the PPS provides a policy framework for protecting public health and safety. In accordance with Section 5.1.1, development should occur outside of areas deemed as hazardous lands, including lands adjacent to large inland lakes or rivers and streams which are impacted by flooding and erosion hazards and hazardous sites. Development on the MTSP Area is not proposed within an area considered to be hazardous lands.

The Greenbelt Plan 2017 (“Greenbelt Plan”) identifies where urbanization should be limited in order to provide permanent protection to the agricultural land base and the ecological and hydrological features and functions occurring on the landscape within the Greater Golden Horseshoe. In addition to protecting natural heritage and agricultural resource systems, the Greenbelt Plan supports the conservation of cultural heritage resources and provides a range of publicly accessible lands for recreation and tourism development.

A portion of the MTSP Area are identified within the Greenbelt. This portion of the MTSP Area are designated “Protected Countryside” with a “Natural Heritage System” overlay. The Natural Heritage System overlay includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system. Permitted uses in the Natural Heritage System include a full range of existing and new agricultural uses (Section 3.2.2.2), as well as existing, expanded or new infrastructure that is approved under the *Environmental Assessment Act* or the *Planning Act* (Section 4.2.1.1).

New development or site alteration in the Protected Countryside - Natural Heritage System is required to demonstrate that no negative impacts on key natural heritage features or key hydrologic features or their functions will occur (Section 3.2.2.4.a). A proposal for new development or site alteration within 120 metres of a key natural

heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation to demonstrate the required vegetative protection zone and that no adverse impacts are anticipated (Section 3.2.5.5). In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetation protection zone shall be a minimum of 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature (Section 3.2.5.4).

Existing, expanded and new infrastructure is permitted within the Greenbelt Plan Area provided it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders (Section 4.2.1.1(b)). Infrastructure is defined to be *“physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.”*

Stormwater management infrastructure is permitted within the Greenbelt Plan Area. Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3). It should also be noted that a range of recreation and tourism uses are permitted and supported within rural lands of the protected countryside within the Greenbelt Plan such as trails, parks, golf courses, bed and breakfasts and other tourism-based accommodation, serviced playing fields and campgrounds, ski hills and resorts (Section 4.1).

#### **6.1.5 Parkland in the Protected Countryside**

Regarding the proposed parkland within the tableland of the Greenbelt, the Greenbelt Plan supports the provision of a wide range of publicly accessible built and natural settings for recreation, including facilities, parklands, open space areas, and trails in the Protected Countryside (Section 1.2.2.3.b). The Greenbelt Plan describes Parkland, Open Space and Trails as a system of parklands, open spaces, water bodies and trails across the Greenbelt that is necessary to provide opportunities for recreation, tourism and appreciation of cultural heritage and natural heritage (Section 3.3.1). Section 3.3.2.1 further encourages municipalities in partnership with agencies and other interested parties to “encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System and the achievement of complete communities in settlement areas across the Greenbelt”. This is also reinforced under Section 3.3.3 which expects that municipalities are to provide a full range of publicly accessible, built and natural settings for recreation. Section 4.1.1 of the Greenbelt Plan provides policy considerations for proposals of non-agricultural uses within the Protected Countryside stating that they must demonstrate the use is

appropriate for location on rural lands, there are no negative impacts on key natural heritage features or key hydrologic features or their functions, and there are no negative impacts on the biodiversity or connectivity of the Natural Heritage System. This is reiterated with the same considerations under Section 17.10.2.b of the FCOP. Based on this understanding, the MTSP has identified public parkland within the Greenbelt Plan Area, outside of natural heritage and hydrologic features and their associated vegetation protection zones. It should also be noted that an application to expand or establish a major recreational use shall be accompanied by a conservation plan demonstrating how water, nutrient and biocide use shall be kept to a minimum, including through the establishment and monitoring of targets.

As described later in this report, the portions of lands within the Protected Countryside and NHS of the Greenbelt Plan are further designated under the Region of Peel Official Plan (“RPOP”) as “Prime Agricultural”. Section 4.1.1 of the Greenbelt Plan does not permit non-agricultural uses within Prime Agricultural areas in the Protected Countryside, with the exception of those uses permitted under Section 4.2 to 4.6. Section 3.1.3 further states that non-agricultural uses are discouraged in prime agricultural areas and may be permitted following completion of an agricultural impact assessment (Policy 3.1.3.3).

Section 4.2 of the Greenbelt Plan provides policy regarding infrastructure stating that by increasing resiliency of infrastructure and encouraging the use of green infrastructure, municipalities can reduce the risk of harm to life and property and decrease the need for costly repairs or replacement resulting from extreme weather events. Green infrastructure is defined under the Greenbelt Plan as including, but not limited to, parkland (Section 7). Section 4.2.1 permits new infrastructure subject to and approved under the Planning Act subject to it supporting recreation and tourism. Where infrastructure crosses prime agricultural areas, an Agricultural Impact Assessment or equivalent analysis as part of an environmental assessment shall be undertaken (Section 4.2.2.g). An Agricultural Impact Assessment (“AIA”) has been prepared by Colville Consulting Inc., dated February 2026, stating that the portions of the Protected Countryside outside of the key natural heritage and hydrological features and associated buffers contain two remnant agricultural operations, one active agricultural operation, one agriculture-related land use, and approximately 34 non-agricultural uses which includes approximately 28 non-farm residence. Therefore, the AIA concludes that the impacts of the proposed development are primarily limited to the loss of prime agricultural lands, cultivatable land, tile drainage, and farm infrastructure. To address this, the AIA recommends mitigation measures that will avoid, or minimize, impacts to the local Agricultural System, to the extent possible.

The proposed amendment redesignates the Prime Agricultural Areas in the MTSP to Rural Lands to reflect the anticipated fragmented nature of the agricultural lands and provide greater flexibility of permitted uses within the MTSP. For further information on the proposed redesignation in the greater policy context, please refer to Section 6.4.1 and Section 6.5.3 of this report.

### **6.1.6 Parkland in the NHS**

Regarding recreational uses for lands within the NHS of the Protected Countryside, Policy 3.2.2.3 of the Greenbelt Plan states that new development or site alteration in the Natural Heritage System needs to demonstrate the following:

- a) There will be no negative impacts on key natural heritage features or key hydrologic features or their functions;
- b) Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
- c) The removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible;
- d) Except for uses described in and governed by the policies of sections 4.1.2 (Recreational Uses) and 4.3.2,
  - i. The disturbed area, including any buildings and structures, of the total developable area will not exceed 25 per cent (40 per cent for golf courses); and
  - ii. The impervious surface of the total developable area will not exceed 10 per cent; and
- e) At least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, recognizing that section 4.3.2 establishes specific standards for the uses described there.

As supported by the submitted material, a refinement of the NHS boundary within the Greenbelt is proposed in the MTSP area in accordance with sections 3.2.2.5 and 5.3 of the Greenbelt Plan.

The ROP supports an iterative, study-based approach to refining natural system boundaries. ROP Policy 7.3.4 recognizes that the boundaries of the Greenlands System and Water Resource System shown on generalized schedules are intended to be general in nature, and that more detailed mapping will be provided in local municipal official plans and further determined on a site-specific basis through studies, as required by the local municipalities in consultation with the Region and relevant agencies. ROP Policy 2.14.5 defines the Greenlands System as including the NHS overlay of the Greenbelt Plan and directs reference to local official plans for a detailed interpretation of the location and extent of these systems. ROP Policy 2.14.10 states that refinements to the boundaries of the Greenlands System made in accordance with the policies of the Plan and applicable provincial plans will not require an amendment to the ROP, and that local official plans may incorporate refinements to the Greenlands System Core Areas, Natural Areas and Corridors in accordance with the interpretation policies of Section 7.3, including refinements made through approved development applications, to reflect the existing local natural heritage systems.

The Town of Caledon Official Plan (the “OP”) also provides a comprehensive framework

for refining the Natural Environment System through secondary and tertiary planning processes. OP Policy 13.10.1 requires a local subwatershed study, or equivalent study, for each secondary plan area or new development area, which must review, confirm, and refine the Preliminary Natural Environment System shown on Town schedules. OP Policy 21.3 confirms that secondary plans provide detailed development policies to guide growth and change in a defined area, which includes the Natural Environment System. OP Policy 21.4.3 outlines that tertiary plans and supporting studies delineate, protect, and enhance Natural Features and Areas, including linkages. OP Policy 21.4.4(c) states that tertiary plans will include refinements and updates to the Natural Environment System with supportive justification as required by the secondary plan. While OP Policy 13.13.2(c) echoes the Greenbelt Plan’s “one-time refinement” language, stating that the limits of the Greenbelt Plan NHS can only be refined at the time of municipal conformity, the ROP and the Town of Caledon’s secondary/tertiary planning policies provide a comprehensive framework for site-specific mapping precision as part of an ongoing exercise for new community areas.

The policy intent of the Greenbelt NHS is to capture lands with the highest concentration of sensitive and/or significant natural features and functions, building a connected system (Greenbelt Plan, Section 3.2.1). The study work prepared in support of this application have demonstrated that portions of the NHS overlay do not contain key natural heritage features or key hydrologic features or their associated minimum vegetation protection zones. Greenbelt Plan Policy 3.2.2.3 requires that new development or site alteration within the NHS must avoid negative impacts on key natural and hydrologic features, maintain or enhance ecological connectivity, and incorporate other natural features into design wherever possible. Refinements to the NHS overlay may be made, provided they follow provincial mapping methodology and remain consistent with the Greenbelt Plan’s policies, including maintaining ecological connectivity and protecting key natural heritage and hydrologic features and their buffers.

The refinement of the NHS overlay will ensure that local official plan mapping conforms with the Greenbelt Plan and that the NHS boundaries accurately reflect the presence or absence of key natural heritage and hydrologic features and their associated functions.

Parks and recreation spaces are proposed outside of the refined NHS in the Greenbelt Plan Area. The proposed amendment conforms with the policies of the Greenbelt Plan as no development or site alteration is proposed within the identified features or associated vegetation protection zones, connectivity between features is maintained, and the proposed amendment avoids or minimizes the impact to features where possible.

For the reasons described in Section 6.2 of this report, it is our opinion the proposed amendment conforms with the policies of the Greenbelt Plan.

## **6.2 Region of Peel Official Plan**

The 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. Under Bill 162, Get It Done Act, 2024, which received royal assent on May 16, 2024, the portion of lands shown as New Employment Area were removed from the Employment Designation with the Region of Peel Official Plan.

### **6.3 2051 Peel Region Official Plan**

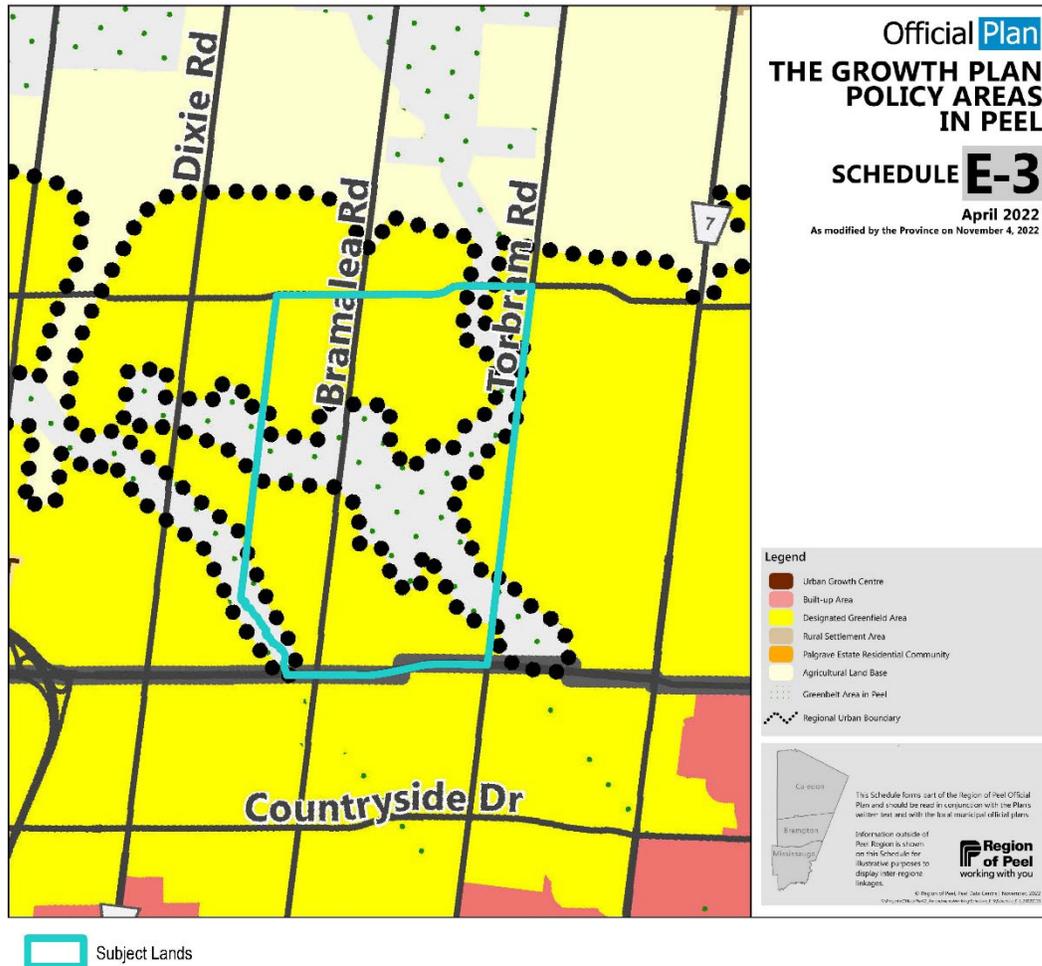
The goals of RPOP 2051 are to include the creation of healthy, resilient, equitable and sustainable regional communities, recognizing, respecting, preserving and enhancing the importance of ecosystem features, function and linkages, ensuring resiliency to climate change, recognizing the importance of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

According to Table 3 of RPOP 2051, Caledon is forecast 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 MTSP Area is designated “Urban System” with a “2051 New Urban Area” overlay and “Rural System” on Schedule E-1 in the RPOP 2051 and as shown in Figure 14.



Figure 15: Adopted RPOP, Schedule E-3 - Growth Plan Policy Areas in Peel



Source: RPOP (2022), MGP (2026)

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 MTSP Area is also identified as “Designated Greenfield Area” on the Urban System areas, and the Rural System areas are “Greenbelt Area in Peel” on Schedule E-3 as shown in Figure 15.

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 use land, services, infrastructure, and public finances and achieve 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 health 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 support the Regional Urban System objectives and policies.

### **6.3.1 Prime Agricultural**

The Rural System areas of the MTSP are further designated as Prime Agricultural as per Schedule D-1 Rural System of the RPOP. It should be noted that following the RPOPs adoption by the Regional Council on April 28, 2022, the Minister of Municipal Affairs and Housing issued a decision on November 4, 2022, to approve the RPOP with 44 modifications, which included modification 36, redesignating the Prime Agricultural Area in the MTSP as Rural Lands. On December 6, 2023, Bill 150 was enacted, reversing most of the modifications, including modification 36. During the Special Town Council held on November 28, 2023, Council supported the 2051 Urban Area and Employment Area in the Peel Official Plan as modified at the time and approved by the Minister (including modification 36) while requesting that the Minister retain those modifications in the final approval of the Peel Official Plan. Despite the Council's support to designate the MTSP Greenbelt lands as Rural Lands, Bill 162, enacted on May 16, 2024, reinstated only some modifications, NOT including modification 36.

Under Section 2.12.12.1.2a of the RPOP, the redesignation of Prime Agricultural Areas for non-agricultural uses is generally prohibited except for refinements to the Prime Agricultural Area and Rural Lands designations, subject to the policies of Section 5.3 of the Greenbelt Plan. Section 5.3 of the Greenbelt Plan further states that within the Protected Countryside, upper- and single-tier municipalities shall refine and augment official plan mapping to bring prime agricultural areas, including specialty crop areas, and rural lands into conformity with provincial mapping and implementation procedures.

It should also be noted that under Greenbelt Plan Amendment No. 4 made on August 15, 2024, the policies of the Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan) continues to apply where the Greenbelt Plan refers to these documents. Therefore, in the context of the Greenbelt, the

2020 PPS defines Prime Agricultural Areas in the following manner:

“Prime agricultural area: means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A prime agricultural area may also be identified through an alternative agricultural land evaluation system approved by the Province.”

The PPS states that planning authorities shall designate prime agricultural areas in accordance with guidelines developed by the Province (Policy 2.3.2). The Growth Plan provides a similar policy which states that prime agricultural lands will be designated in accordance with mapping provided by the Province (Section 4.2.6.2). Section 4.2.6.9 of the Growth Plan provides that municipalities may conduct further refinement of provincial mapping of the agricultural land base based on implementation guidance issued by the Province.

The most current Provincial guideline regarding the implementation procedures of refining agricultural land mapping is the ‘Implementation Procedures for the Agricultural System in Ontario’s Greater Golden Horseshoe’ (“Provincial Implementation Procedures”) issued by OMAFRA dated March 2020. Section 3.3.2.1 of the Provincial Implementation Procedures provides that the municipality may refine Prime Agricultural areas under specific circumstances, including, but not limited to, the following:

- To make minor technical adjustments;
- To account for settlement area boundaries and additional refinements to settlement area boundaries in effect as of July 1, 2017; and
- To recognize more precise local information.

Following implementation of the proposed amendment, the remnant Greenbelt Lands would not meet the definition of Prime Agricultural Area in the PPS as most of the lands within the Greenbelt consist of either natural heritage features or land not suitable for agriculture. The area is planned for urban uses and will no longer be economically viable for a bona fide farmer to retain as agricultural land due to the planned urban development. Therefore, minor technical adjustments to refine the Prime Agricultural Area should occur to reflect the anticipated fragmented nature.

As such, the proposed amendment redesignates the Prime Agricultural Area to Rural Lands which are intended to provide the primary locations for a range of recreational uses under Section 3.1.4.1 of the RPOP.

### **6.3.2 Natural Heritage System and Protected Countryside**

These areas fall within the Greenbelt Plan previously discussed in this report and are designated under it as part of the Protected Countryside within the NHS. Section 2 of the RPOP 2051 outlines the Region’s policy on the Natural Environment. To support a healthy,

resilient, and self-sustaining natural environment within the Region of Peel, the policies of the adopted RPOP 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 2.12 implements the boundaries and policies of the Greenbelt Plan. Section 2.12.12.1.3 of the RPOP generally discourages non-agricultural uses in Prime Agricultural Area but may be permitted subject to the satisfactory completion of an agricultural impact assessment. Section 2.12.16.1 further states that non-agricultural uses within the Prime Agricultural Areas of the Protected Countryside are prohibited with the exception of those uses permitted by the general policies of the Greenbelt Plan and subject to the Natural Heritage System policies of the RPOP. As discussed earlier in this report, the general policies of the Greenbelt Plan does not preclude recreational uses subject to the criteria outlined in Section 4.1 of the Greenbelt Plan.

The ROP supports an iterative, study-based approach to refining natural system boundaries. ROP Policy 7.3.4 recognizes that the boundaries of the Greenlands System and Water Resource System shown on generalized schedules are intended to be general in nature, and that more detailed mapping will be provided in local municipal official plans and further determined on a site-specific basis through studies, as required by the local municipalities in consultation with the Region and relevant agencies.

ROP Policy 2.14.5 defines the Greenlands System as including the NHS overlay of the Greenbelt Plan and directs reference to local official plans for a detailed interpretation of the location and extent of these systems. ROP Policy 2.14.10 states that refinements to the boundaries of the Greenlands System made in accordance with the policies of the Plan and applicable provincial plans will not require an amendment to the ROP, and that local official plans may incorporate refinements to the Greenlands System Core Areas, Natural Areas and Corridors in accordance with the interpretation policies of Section 7.3, including refinements made through approved development applications, to reflect the existing local natural heritage systems.

The RPOP, under Policy 2.12.14, supports encouraging local municipalities to develop strategies to guide the development of a system of publicly accessible recreation facilities, parkland, open space areas and trails that support connectivity of the Natural Heritage System. Policy 2.12.16.4 further encourages opportunities to provide passive outdoor recreational amenities that serve regional needs, including small-scale structures for recreational uses consistent with the requirements of the Greenbelt Plan.

The RPOP, under Sections 2.12.13.1.4 a), c) and e), also directs the Town of Caledon to permit development and site alteration within the NHS following demonstration of no negative impacts on key natural heritage features or key hydrologic features or their functions, the removal of other natural features not identified as key natural heritage features and key hydrologic features has been avoided, and at least 30 percent of the total developable area to remain or be returned to natural self-sustaining vegetation. However, Section 2.12.13.1.5 of the RPOP also states that Parkland dedication and school sites required as a condition of approval for development within an urban settlement area shall not be permitted within the Natural Heritage System of the

Greenbelt Plan. The proposed amendment refines the NHS through the Local Subwatershed Study to refine the NHS Boundary with greater precision. Proposed parkland locations are proposed only on lands not within the refined NHS within the Greenbelt. For the reasons described in Section 6.4 of this report, it is our opinion that the proposed amendment conforms with the policies of the RPOP 2051.

### 6.3.3 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 MTSP 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 10 below provides a breakdown of the estimated housing mix and density by unit type within the MTSP. The unit mix is anticipated to change as individual draft plans are submitted through a future development review process.

*Table 10: Estimated Housing Quantity and Mix by Unit Type*

Unit Type	# of Units	% Unit Mix
Single/Semi Detached	3,661	43%
Secondary Unit	831	10%
Street Townhouse	1878	22%
Stacked Townhouse Units	1066	13%
Apartment	1031	12%
<b>Total</b>	<b>8467</b>	<b>100%</b>

*Source: MGP (2024)*

The MTSP is anticipated to yield a total of 8,467 units comprised of 3,661 single/semi-detached units (43%), 831 secondary units (10%), 1,878 street townhouse units (22%), 1,066 back-to-back/stacked townhouse units (13%), and 1,031 apartment units (12%).

The proposed development for the MTSP area is planned to provide: four (4) schools, one (1) firehall, one (1) community center, seven (7) parks, and five (5) Greenbelt Recreation Areas. This provides a diverse mix of dwelling units within the Mayfield Tullamore community, served by a 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; however, a general proportion of unit types and sizes has been considered for the MTSP Area as input into the density analysis. Special residential components are considered as part of the MTSP Area, such as the proposed schools, parks, community center, and fire hall. These special

components will be considered in more detail at the Tertiary Plan stage.

The RPOP provides region-wide new housing unit targets based on housing needs and findings identified in the Peel Housing and Homelessness Plan and the 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 to be 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 4.1 of this Report, the affordable home ownership threshold for the MTSP Area is approximately \$411,047.

In comparison, the average resale home prices in the Region of Caledon were \$1,065,043 as discussed in Section 3.3.1 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 35% 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 the MTSP 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 MTSP will also contribute to providing affordable rental units, particularly through secondary suites, which are permitted and identified as an opportunity in rural areas in Section 4.2.1 of the COP. 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 MTSP 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 6,605 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, 34% of the total units are townhouse dwellings, 10% are secondary units, and another 12% are apartment units, totalling 57% of anticipated units to be in forms other than single detached dwellings. It is anticipated that the MTSP Area will provide enough additional higher-density housing to meet the density target set by the RPOP.

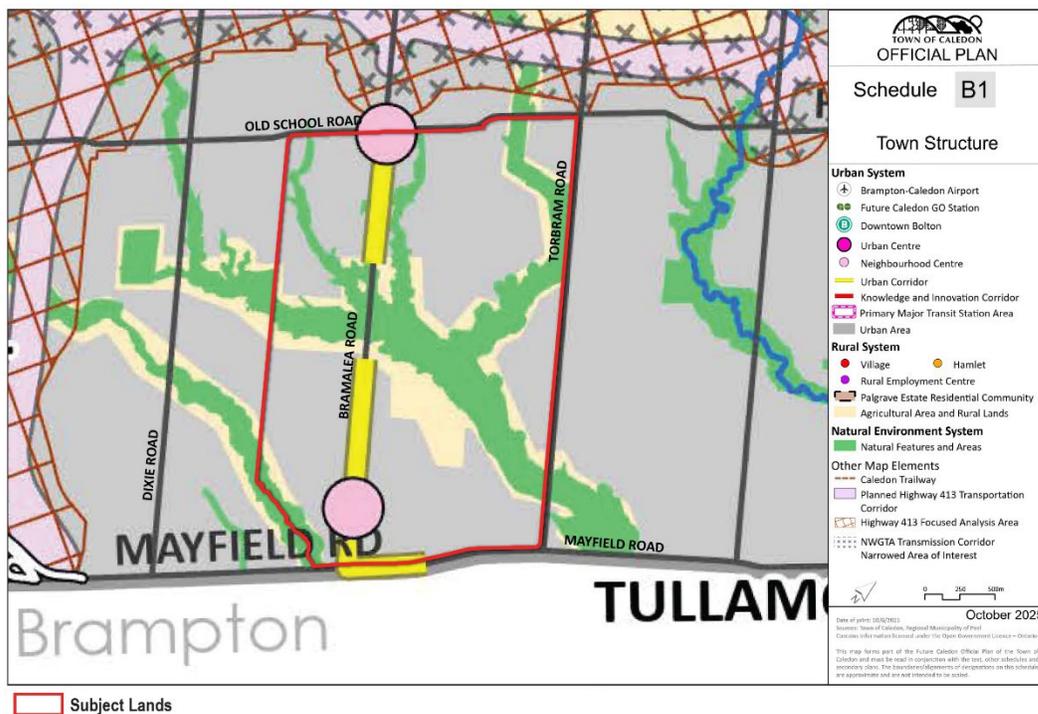
The MTSP aims to provide a complete community, which is not only measured by affordable housing units, but also a mix and range of housing options, among other policy objectives. In our opinion, the MTSP Area will be served by a range of ground-related residential units of a market tenure, as well as townhouse units with strong affordable 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.

## 6.4 FCOP Future Caledon Official Plan

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, 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. 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.

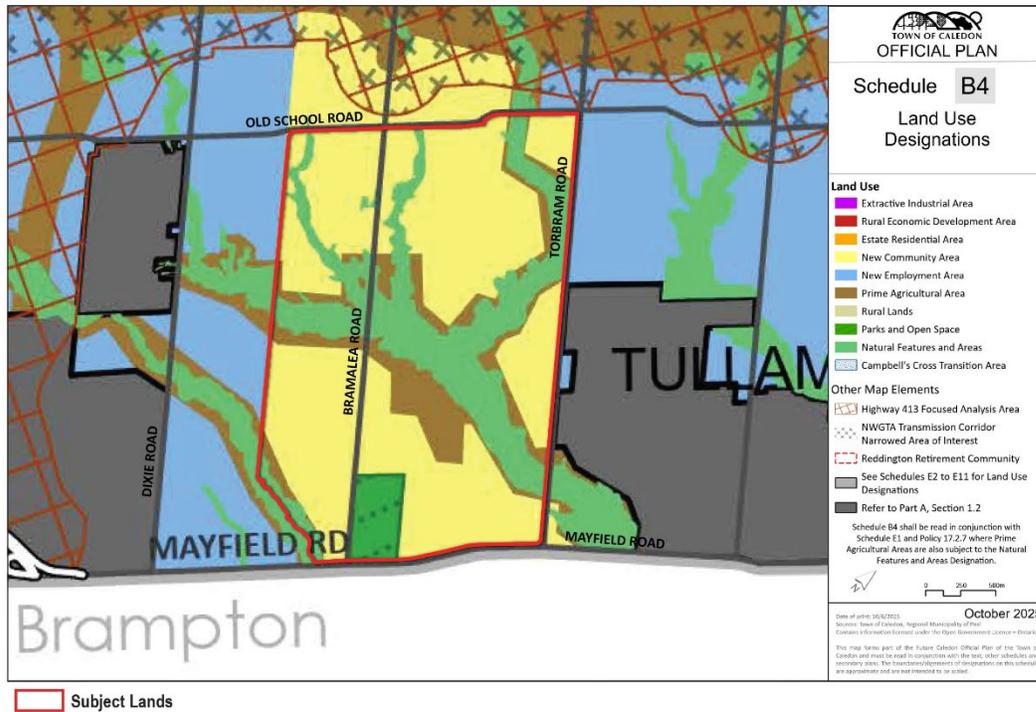
The MTSP Area is designated as “Urban Area” and “Agricultural Area and Rural Lands” under Schedule B1 – Town Structure of the FCOP, as shown in Figure 16. Schedule B4 further designates the MTSP Area as “New Community area,” “Prime Agricultural Area,” and “New Employment Area,” as shown in Figure 17, further below.

Figure 16: FCOP Schedule B1 – Town Structure



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

Figure 17: FCOP Schedule B4 – Land Use Designations



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.

**6.4.1 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 and 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). Natural heritage features, railways, employment areas, cemeteries, and freeways are excluded from the Greenfield Density target calculations (Section 4.3.2).

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 26,900 people and 2,400 jobs and achieve an overall minimum density target of 74 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.

#### **6.4.2 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 MTSP 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 and New Employment Areas identified on Schedule F1, including the MTSP Area, will be subject to undergo 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)

#### **6.4.3 Prime Agricultural Area**

Prime Agricultural Areas are intended to be areas where agriculture is the primary use, and they are protected for long-term agricultural use (Section 17). In areas where Prime Agricultural Areas are designated as Natural Features and Areas as well, the policies of Natural Features and Areas apply in addition to the permissions and restrictions of the

Prime Agricultural Area designation (Section 17.2.7).

Under the FCOP, the Prime Agricultural Area designation discourages non-agricultural uses and may only be permitted in accordance with the policies of the FCOP, applicable Provincial Plans, and Provincial legislation. Impacts from non-agricultural uses are to be avoided, and where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment (Section 17.9.2.c). Section 14.3.14 of the FCOP also states that new parks and open spaces proposed in the Prime Agricultural Area designation will require a site-specific amendment to the FCOP to consider the proposed use within the Prime Agricultural Area designation, along with a required agricultural impact assessment or equivalent analysis to demonstrate the relevant criteria outlined in Section 14.3.14.

Section 1.4.5 of the FCOP states that boundaries of land use designations not included in the Natural Environment System are generally approximate, and where the general intent of this Plan is maintained, minor adjustments to the boundaries of these land use designations will not require an amendment to the FCOP. Section 17.9.3 of the FCOP states that minor adjustments to the Prime Agricultural Area are permitted in accordance with the policies of the FCOP, applicable Provincial Plans, and Provincial legislation. Section 5.3 of the Greenbelt Plan states that within the Protected Countryside, upper- and single-tier municipalities shall refine and augment official plan mapping to bring prime agricultural areas, including specialty crop areas, and rural lands into conformity with provincial mapping and implementation procedures.

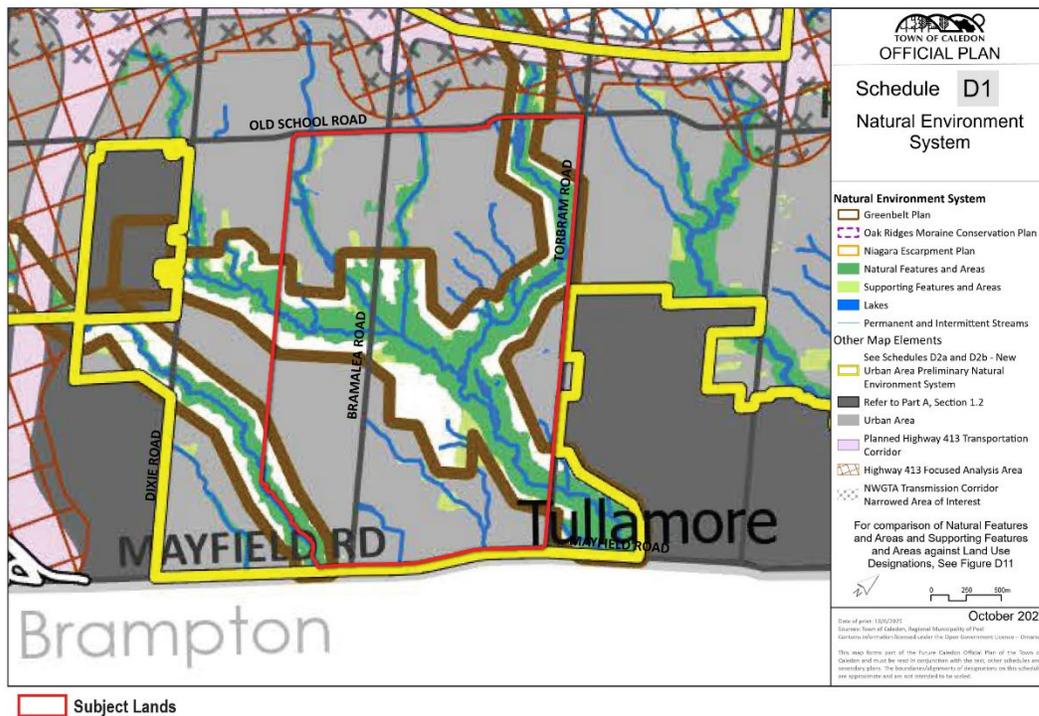
Although a Land Evaluation and Area Review (LEAR) has not been prepared following the Settlement Area Boundary Expansion represented in the Peel 2051 Official Plan, an Agricultural Impact Assessment (AIA) was prepared by Colville for the Mayfield Tullamore lands to recognize more precise local information concluding that the lands in the Greenbelt Plan area cannot function as a prime agricultural area following the implementation of the MTSP. If a LEAR analysis were done following the OMAFRA methodology for the Study Area today, it would exclude the Prime Agricultural Area in the MTSP because the lands are surrounded by lands designated as Settlement Area in the Region of Peel Official Plan.

Accordingly, the proposed amendment will redesignate the Prime Agricultural Lands as Rural Lands as previously supported by the Town Council, through minor technical adjustments supported under the OMAFRA guidelines, which will continue to permit agricultural uses in addition to other rural uses with greater flexibility while better reflecting the fragmented nature of the agricultural lands that are fully contained by urban uses.

#### **6.4.4 Environmental Policy Area Designation Policies**

Portions of the MTSP Area are designated “Natural Features and Areas” and “Supporting Features and Areas” within “The Greenbelt Boundary” overlay on Schedule D1 of the FCOP, as shown in Figure 18 below.

Figure 18: FCOP Schedule D1 – Natural Environment System



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:

- a) forest, fish, and wildlife management;
- b) 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;
- c) essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;
- d) passive recreation;
- e) minor development and minor site alteration;
- f) existing uses, buildings or structures;
- g) expansions or alterations to existing buildings or structures;
- h) accessory, uses, buildings, or structures; and,
- i) 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.

Section 13.5 provides policies regarding the Greenbelt Plan and Growth Plan, Natural Heritage Systems, and Key Hydrologic Features. Section 13.5.1 states that development or site alteration is primarily not permitted within key natural heritage features within the Greenbelt Plan and Growth Plan natural heritage systems. New development within the Greenbelt Plan and Growth Plan natural heritage systems must demonstrate that (Section 13.5.2):

- a) there are no negative impacts on key natural heritage features or key hydrologic features or their functions, to the satisfaction of the Town;
- b) connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
- c) the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;
- d) except for uses described in and governed by the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2.3), the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;
- e) with respect to golf courses, the disturbed area will not exceed 40 per cent of the

- total developable area; and,
- f) at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2.3).

This OPA refines the boundary of the NHS. For further information regarding the proposed NHS refinement, please refer to Section 7.6.3.

Regarding the proposed parkland within the Greenbelt Boundary, Section 17.10.2.b of the FCOP provides policy considerations for proposals of non-agricultural uses within the Protected Countryside stating that they must demonstrate the use is appropriate for location on rural lands, there are no negative impacts on key natural heritage features or key hydrologic features or their functions, and there are no negative impacts on the biodiversity or connectivity of the Natural Heritage System. As previously noted, the MTSP has identified public parkland within the Greenbelt Plan Area, outside of natural heritage and hydrologic features and their associated vegetation protection zones.

The proposed parkland and new Community Center on the tableland within the Greenbelt are located outside of the Key Natural and Hydrological Features and associated Minimum Vegetation Protection Zones. The AIA report, prepared by Colville, dated August 2024, states that the portions of the Protected Countryside outside of the key natural heritage and hydrological features and associated buffers contain two remnant agricultural operations, one active agricultural operation, one agriculture-related land use, and approximately 34 non-agricultural uses, which include approximately 28 non-farm residences. Therefore, the AIA concludes that the impacts of the proposed development are primarily limited to the loss of prime agricultural lands, cultivatable land, tile drainage, and farm infrastructure. Further, a Hydrogeological Assessment prepared by GEI, is submitted in support of this application to ensure that the proposed development does not have a significant impact on groundwater resources.

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 MTSP Area contemplates four (4) 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.

#### **6.4.5 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 MTSP delivers 13 with 6 (six) parks located within the developable areas of the MTSP and 7 (seven) parks located within Greenbelt Recreation Areas, which will be planned in various sizes through the future Tertiary Plan process and will be walkable and accessible to the residents in the area, and will meet the policy intent of the Official Plan.

The conceptual Facility Fit Plan for the MTSP, mentioned in Section 2 of this report, as shown in Figures 19 and 20 below, represents the recreational servicing potential of the proposed parkland and new Community Centre within the Greenbelt showing that they can support a range of passive and active recreational uses within the Greenbelt and will have the capacity to perform the required recreational function.

Figure 19: Facility Fit Plan L-2 – Parks outside the Greenbelt



Source: NAK (2026)

Figure 20: Facility Fit Plan L-3 – Parks in the Greenbelt



Source: NAK (2026)

The Facility Fit Plan identifies the potential to program for baseball diamond, splash pad/skate rink, senior playground, junior playground, senior & adult fitness, soccer field, multi-spot courts, pickleball/tennis courts, dog park, open lawn /play field, gathering plazas, seating areas, and nature play amenities within the MTSP. The proposed centrally located new Community Center and surrounding parkland alone is capable of supporting a range of passive and active recreational uses within the Greenbelt and will be capable of jointly providing meaningful amenity space and recreational options to local residents. The Facility Fit Plan shows that the community center and surrounding parkland can support soccer fields, multiple community plazas, seating and child’s play areas, pickle ball/tennis courts, a baseball diamond, fitness & resting stations, landmark splashpad, open spaces, trails, special programming area such as a skate park, and the proposed Community Centre with indoor recreation opportunities.

By providing the necessary active playfield requirements within the Greenbelt, a more flexible approach to balancing recreational needs can be used within the remaining developable area of the MTSP through the provision of smaller parks containing less space-intensive functions such as playgrounds. This will support land use efficiency within the MTSP while still ensuring accessible recreational space at the neighbourhood level.

Urban Squares are publicly accessible areas with sitting areas and shade trees that allow for passive use, special events, and social interaction. They are often predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks (section 14.5.2). The MTSP provides one (1) urban squares in various locations that allow for passive uses,

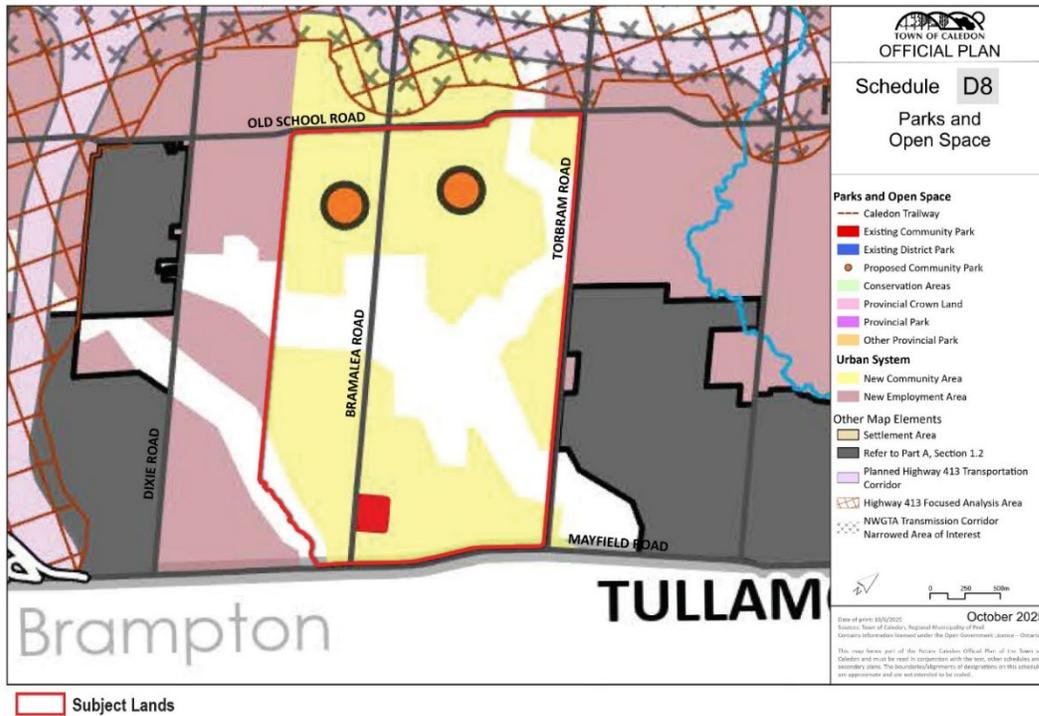
connections into the open space system, and opportunities to be planned as part of a mixed-use development for special events/social interactions.

Neighbourhood Parks will 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 MTSP envisions eight (8) neighbourhood parks throughout the 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.

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 MTSP envisions the proposed new Community Center and surrounding parkland within the Greenbelt to function as a community park for the MTSP. 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. It is located near the open space system and can be connected to a future trail network.

As shown below in Schedule D8 Parks and Open Space of the FCOP, there is an existing Community Park located on the south end of the MTSP Area along Bramalea Road. Further, the FCOP proposes two (2) more community parks on the north side of the MTSP Area on either side of Bramalea Road.

*Figure 21: FCOP Schedule D8 – Parks and Open Space*



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

7 (seven) parks and 5 (five) Greenbelt Recreation Areas are distributed throughout the MTSP Area and range in size from approximately 0.18 hectares to 10 hectares, consistent with the FCOP policies. Each proposed park has frontage onto a collector or arterial road and, where possible, provides opportunities for active transportation connections utilizing trails within the natural heritage system. Where possible, parks are located adjacent to the Environmental Policy Area lands and are within Rural Areas of the protected countryside, outside key natural and hydrological features and their associated buffers, to promote walkability and opportunities for passive recreation within the MTSP Area. For the reasons described in this Section, it is our opinion that the proposed amendment is consistent with the FCOP policies.

### 6.5 Town of Caledon Zoning By-law 2006-50

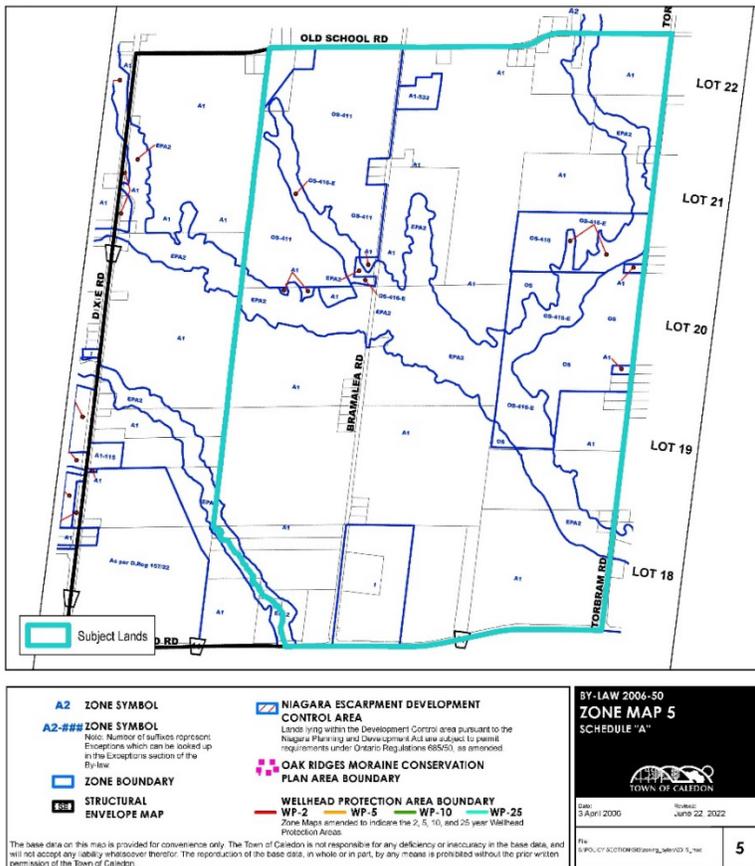
The MTSP Area is currently zoned as A1 “Agricultural”, OS “Open Space”, and EPA2 “Environmental Protection Area 2” in the Town of Caledon Zoning By-law 2006-50 as shown in Figure 22. The existing zoning generally allows for agricultural-related uses, recreation uses, and environmental conservation, respectively. On March 25, 2024, Council and Staff received direction from Mayor Groves to pre-zone and advance 12 Zoning By-law Applications, including an application for a portion of lands within the MTSP area municipally known as 12522 and 12580 Torbram Road. The intent of the zoning by-law amendments is to rezone the affected lands to better facilitate future development. On July 23, 2024, the Council approved the application to rezone the portion of land within the MTSP area. The lands were rezoned from their existing

Agricultural Zone (A1), Environmental Policy Area 2 Zone (EPA2), Open Space Zone (OS), Open Space Zone – Exception 416 (OS-416) and Open Space Zone – Exception 416 - E (OS-416-E) to Mixed Density Residential Zone – Exception 696 – Holding Provision H45A and Holding Provision H45B (RMD-696-H45A-H45B) and Environmental Policy Area. 1 – Holding Provision H45A and Holding Provision H45B (EPA1-H45A-H45B). The application is currently undergoing the PARC process.

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 application. It should be noted that the site of the former Mayfield Golf Course recently received Zoning Bylaw Amendment approval for its lands through the Strong Mayors initiative brought forward by Mayor Annette Groves. This zoning bylaw amendment permits urban uses and development standards.

The current application for the MTSP 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 22: Town of Caledon Zoning By-law 2006-50 Zone Map 5



*Source: Town of Caledon (2024)*

# 7.0

## Proposed Official Plan Amendment

### 7.1 Purpose of the Official Plan Amendment

The purpose of the OPA is to redesignate lands in the MTSP Area according to the land use structure and policies established by this OPA. The Amendment amends Section 7.0 Secondary Plans and Other Detailed Area Policies of the Official Plan for the Town of Caledon to include the lands as part of the Mayfield Tullamore 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 MTSP 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 Mayfield Tullamore Secondary Plan, dated August 2024, provided under separate cover.

### 7.2 Vision, Goal, and Objectives

Mayfield Tullamore 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 MTSP 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 MTSP 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 sensitive and connected to the Greenbelt to provide 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.

### **7.3 Community Design Elements**

The MTSP is structured to align with Mayfield Tullamore Community Design Guidelines ("MTCMG"). The MTSP requires that the implementation of the MTSP demonstrate alignment and regard for the MTCMG. The MTSP has been structured with the intent to achieve the following elements:

- Neighbourhood Centres are composed of commercial activity and higher-density residential and mixed-use development. Urban Corridors along key arterial roads that will have a mix of uses with higher-density residential built forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.
- A range of retail commercial opportunities throughout the Secondary Plan area, including options which maximize walkability for residents;
- A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic streetscapes;

- An active transportation corridor will generally run within the Greenbelt lands and will create a safe and central trail that will provide residents with an attractive, off-road active transportation option across the Secondary Plan.
- 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 Greenbelt
- 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.

## 7.4 Community Area Structure

The MTSP Area contains and is bounded by planned Urban Corridors. Neighbourhood Centres are planned at the intersection of Torbram Road and Old School Road, Bramalea Road and Old School Road, and Bramalea Road and Mayfield Road. Natural Features and Areas are also elements present within the Mayfield Tullamore Secondary Plan Area.

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

## 7.5 Growth Management: Managing Growth and Change

### 7.5.1 Growth Management Strategy

The MTSP 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 11 below:

*Table 11: Mayfield Tullamore Area Population and Employment Estimated Targets*

Population <sup>(1)</sup>	26,900
Population-related jobs	2,400
<b>Total</b>	<b>29,300</b>
Land area (hectares) <sup>(2)</sup>	392
Density (combined population and jobs per hectare)	74

(1) Inclusive of the Census undercount.

(2) Net of Greenbelt Plan Area, Natural Heritage System

As per the MTSP, 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 26,900 residents.

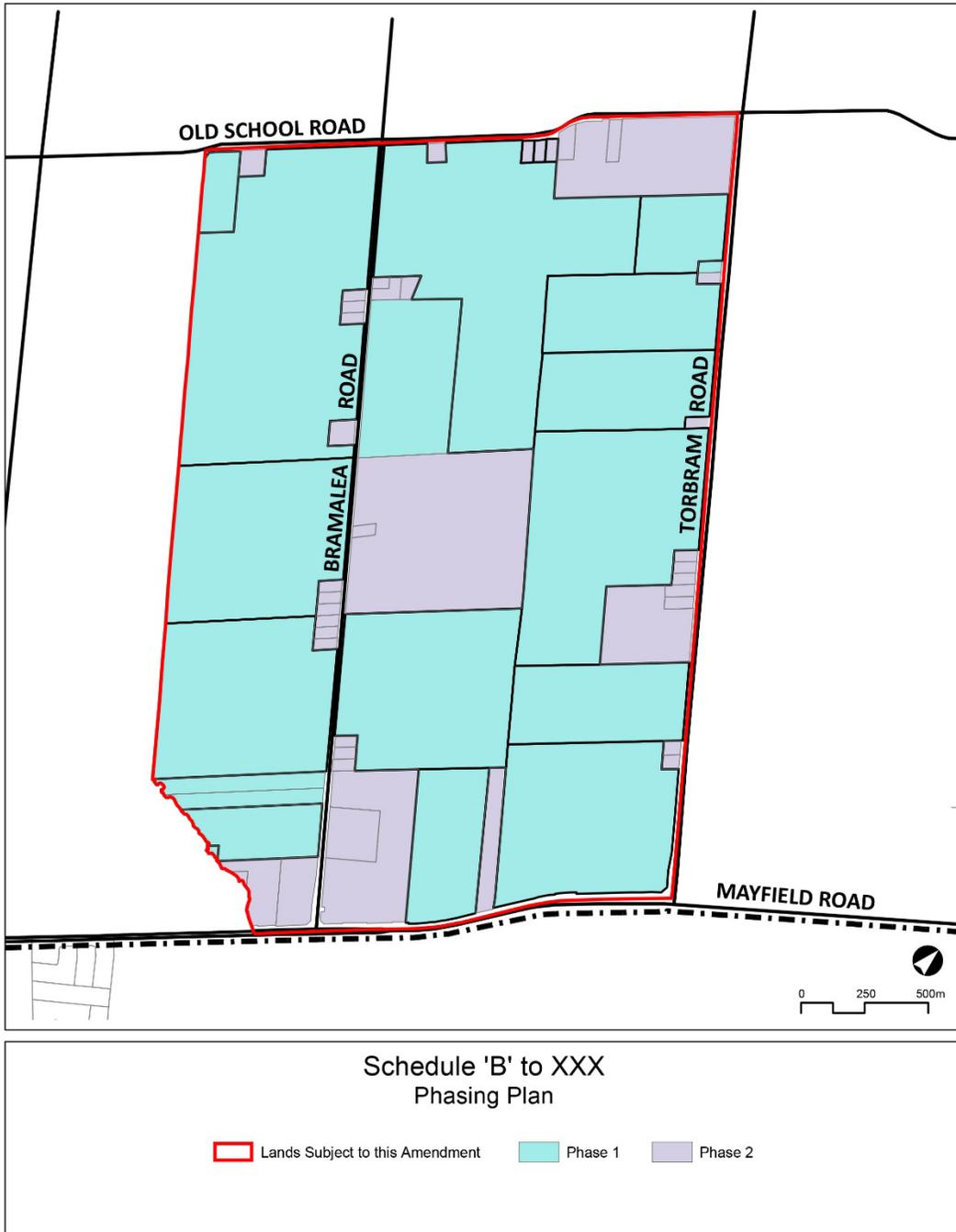
To ensure consistency, the community design guidelines, as outlined above, along with the Transportation Impact Study and Phasing Plan, will be approved prior to the registration of any plan of subdivision, draft plan of condominium, or approval of site plan application within the MTSP area. Further, where possible and to the extent feasible, development within the MTSP will be consistent with the recommendations for mitigation measures provided through the Agricultural Impact Assessment.

Regarding finances, the MTSP will require that prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the Fiscal Impact Study which can be found summarized in Section 3.8 of this report. Additionally, the MTSP 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.

### **7.5.2 Phasing**

The phasing of the MTSP will be split into two (2) phases of development as shown in Figure 23 below. The first phase will include the participating landowners currently included within the secondary plan process, as their lands will be ready to develop the quickest, given their active participation in the secondary plan process. The second phase of the MTSP will be the remaining non-participating lands.

*Figure 23: Proposed Phasing Plan*



Source: MGP (2026)

Development in the Mayfield Tullamore 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. 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 community-wide Phasing Plan will describe the following components:

- 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)

## **7.6 Servicing**

### **7.6.1 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 MTSP 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 Bramalea Road, Old School Road, and Torbram Road. These are classified as Town Arterial roads.

#### **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 Tullamore. It is our understanding that the Town has already completed Phase 1 and 2 of the EA process.

The location and general alignment of 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 traverse the area with connection to existing Bramalea Road, which runs north and south through the MTSP Area, connecting Mayfield Road and Old School Road. Three (3) minor collector roads provide a direct connection between the two proposed major collector roads and the existing Old School Road and Mayfield Road to the north and south, respectively. One (1) minor collector road provides internal circulation with the central eastern pocket of the Neighbourhood Area.

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

There are five (5) proposed collector road crossings of the Natural Heritage System, including the existing Bramalea road crossing. The location of these road crossings has 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**

A trail system will be developed for Mayfield Tullamore. Currently, 2 multi-use paths (“MUP”) are proposed. One of the MUPs follows the east-to-west run of the NHS through the site, while the second MUP network is proposed along Bramalea Road and Torbram Road and would connect to the existing MUPs on Old School Road and Mayfield Road. In addition, cycling facilities will be provided on all collector roads. The City will work with the Region to provide cycling facilities on the arterial road system.

**e) Additional Transportation and Mobility Network Components**

To assist in the implementation of the objectives of the transportation/mobility network, transportation demand management strategies and parking management strategies are to be developed in accordance with the provisions of the Official Plan, in particular Section 11, as outlined in the MESP.

## **7.6.2 Public Transportation**

Transit service must be available to as many residents in the MTSP 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.

## **7.6.3 Active Transportation**

The MTSP 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 collector roads are planned with a right-of-way width of 20 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 16 to 20 metres, may include on-street parking, and will provide sidewalks on both sides of the road, 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.

Moreover, the active transportation network, which will include multi-use paths and trails, will be in accordance with the Active Transportation Master Plan.

## **7.7 Community Facilities**

Community uses are equally distributed throughout the MTSP, providing residents with easy access to schools and parks. There are four (4) schools proposed within the MTSP Area.

### **7.7.1 Schools**

The proposed elementary schools have been distributed equally throughout the MTSP. The proposed schools are intended to serve the students who are generated as a result of the proposed MTSP.

The MTSP Area is within the Dufferin-Peel District School Board (“DPDSB”) and Dufferin-Peel Catholic District School Board (“DPCDSB”) jurisdiction. The existing Mayfield Secondary School is located within the MTSP Area at the intersection of Bramalea Road and Mayfield Road. The following pupil yields are based on the rates provided in the school boards’ respective Education Development Charges Background Studies (“Education DC Background Study”). The estimated pupil yield is based on the breakdown of dwelling units by density type.

#### **DPDSB**

As per the DPDSB Education DC Background Study, the elementary school pupil yields are as follows:

- 0.425 students per low-density unit;
- 0.368 students per medium density unit; and
- 0.112 students per high-density unit.

The estimated secondary school pupil yields, as per DPDSB Education DC Background Study, are as follows:

- 0.169 students per low-density unit;
- 0.086 students per medium density unit; and
- 0.032 students per high-density unit.

Based on the pupil yields provided in the DPDSB Education DC Background Study, the Land Use Plan is expected to generate a total of 3,779 public school students, consisting of approximately 2,848 elementary school students and 932 secondary school students.

The typical capacity of a DPDSB elementary school is approximately 752 students, and 1200 students for a DPDSB secondary school. Based on the estimated pupil yield and typical capacities for DPDSB schools, approximately 2 additional public elementary schools and 0 public secondary schools will be required to serve the future residents of the MTSP Area.

Table 12 provides a summary of the projected student population for DPDSB.

Table 12: DPBDSB Student Yields

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
<b>Elementary Students</b>				
Low Density	3,661	0.425	1,556	2
Medium Density	2,944	0.368	1,083	
High Density	1,862	0.112	209	
Sub-total	8,467		2,848	
<b>Secondary Students</b>				
Low Density	3,661	0.169	619	0
Medium Density	2,944	0.086	253	
High Density	1,862	0.032	60	
Sub-total	8,467		932	
<b>Total</b>			<b>3,779</b>	

Source: PDSB Education Development Charge Background Study, 2024 and MGP

Note: Schools required is adjusted to reflect there is an existing elementary school and secondary school on site.

## DPCDSB

As per the DPCDSB Education DC Background Study, the elementary school pupil yields are as follows:

- 0.14 students per low-density unit;
- 0.1 students per medium density unit; and
- 0.05 students per high-density unit.

The estimated secondary school pupil yields, as per DPCDSB Education DC Background Study, are as follows:

- 0.09 students per low-density unit;

- 0.08 students per medium density unit; and
- 0.03 students per high-density unit.

Based on the pupil yields provided in the DPCDSB EDC Background Study, the Land Use Plan is expected to generate a total of 1,521 Catholic school students, consisting of approximately 900 Catholic elementary school and 621 Catholic secondary school students.

The typical capacity of a DPCDSB elementary school is approximately 550 students, and 1200 students for a DPCDSB secondary school. Based on the estimated pupil yield and typical capacities for DPCDSB schools, approximately 2 Catholic elementary schools are required to serve the future residents of the MTSP Area. Table 13 below provides a summary of the projected student population for DPCDSB.

Table 13: DCDSB Student Yields

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
<b>Elementary Students</b>				
Low Density	3,661	0.14	513	2
Medium Density	2,944	0.1	294	
High Density	1,862	0.05	93	
Sub-total	8,467		900	
<b>Secondary Students</b>				
Low Density	3,661	0.09	330	0
Medium Density	2,944	0.08	235	
High Density	1,862	0.03	56	
Sub-total	8,467		621	
<b>Total</b>			<b>1,521</b>	

Source: DPCDSB Education Development Charge Background Study, 2024 and MGP

As discussed in Section 2 of this report, the MTSP Area is planned to accommodate four additional school sites, not including the existing James Grieve Public School and Mayfield Secondary School. Where possible, these school sites are planned to be co-located with parks, to allow opportunities for joint use initiatives.

### 7.7.2 Redesignate Prime Agricultural Area to Rural Lands

As discussed in Sections 6.2, 6.4, and 6.5 of this report, the proposed amendment will redesignate the Prime Agricultural Areas in the MTSP to Rural Lands to reflect the anticipated fragmented nature of the agricultural lands and provide greater flexibility of permitted uses within the MTSP. Rural Lands are intended to provide the primary locations for a range of recreational uses under Section 3.1.4.1 of the RPOP.

### 7.7.3 NHS Refinement

The NHS is intended to include lands with the most sensitive and/or significant natural

features and functions. As previously discussed in this report, the proposed locations of the Parklands would not contain key natural heritage features or key hydrologic features. The proposed parkland locations were chosen with this understanding and do not contain any key natural heritage features and/or their associated features.

As previously discussed as well, the MTSP process shall undertake the required processes through the Local Subwatershed Study to refine the NHS Boundary with greater precision and determine the appropriate management and refinement of the features in alignment with the Local Subwatershed Study. This refinement to the NHS boundary would result in the respective parkland locations no longer being subject to Section 13.5.11 of the COP or Section 2.12.13.1.5 of the RPOP, as identified earlier in this report, allowing for parkland to be proposed at their current locations within the Greenbelt while receiving credit for parkland dedication towards a condition of approval for development.

#### **7.7.4 Parks**

The parks are located throughout the MTSP Area and are primarily co-located with the NHS, one of the four elementary schools, or both. Many of the proposed parks are located within the Greenbelt area but remain outside the NHS. A total of approximately 35 ha of tableland within the Greenbelt, in addition to the 9.1 ha of proposed parkland within the developable area, are proposed within the MTSP Area and have been distributed equally throughout the MTSP to provide a range of active and passive recreational opportunities. As highlighted in the Healthy Development Assessment, 96% of the proposed dwelling units are located within 400m of the parks and open space. Public school and park sites for the MTSP Area shall be secured through the development approval process, including the establishment, where appropriate, of area-specific parkland agreements.

Parkland provisions as per the *Planning Act* require a rate of 2% of parkland for lands designated as commercial or industrial and 5% for all other uses, or 1 ha/600 dwelling units (taking the greater of the parkland requirements). Based on Planning Act rates, a total of 21.0 hectares of parkland will be required through the development process.

The MTSP has been planned to accommodate the required amount of parkland that could be attained through the *Planning Act*. Municipal parks are identified on the Land Use Plan in Figure 24. The 35 ha of proposed parkland within the Greenbelt, in combination with the 9.1 ha of proposed parkland within the developable area of the MTSP's participating landowners, would surpass the required 5% parkland dedication as per Section 42 (1) of the Planning Act. This will include a variety of urban squares, Neighbourhood Parks, and Community Parks generally ranging in size from approximately 0.19 hectares to 10 hectares in accordance with the Town guidelines. As shown in the Facility Fit Plan, these areas are capable of supporting a range of passive and active recreational uses within the Greenbelt and will have the capacity to perform the required recreational function. The Facility Fit Plan identifies the possibility of programming a baseball diamond and a splash pad/skate rink. Senior playground, junior playground, senior & adult fitness, soccer field, multi-spot courts, pickleball/tennis courts, dog park, open lawn /play field, gathering plaza, seating area, and nature play amenities within the MTSP area.

The amount and distribution will be further determined during the Tertiary Plan stage; however, the proposed park locations are evenly distributed throughout the MTSP Area. It is the intent that the centrally located new Community Center maximize resident accessibility to a range of park facilities. Where possible, parks are planned to be co-located with schools to create opportunities for joint-use initiatives and are located adjacent to the Natural Heritage System and/or the future trail system to provide an interconnected open-space system. In addition, opportunities to provide Urban Squares, where access to parks is challenging, may be identified through future development applications.

#### **7.7.5 Community Center**

A proposed community centre is planned for a central location in the southern half of the MTSP area and is intended to replace the recreation centre currently at 12087 Bramalea Road. Based on our discussion with the Town, we understand that a new community centre is needed to serve the community's future residents. The proposed community centre will support the creation of a complete and well-served community by providing valuable amenity space and recreational options to local residents in a centrally located and accessible location.

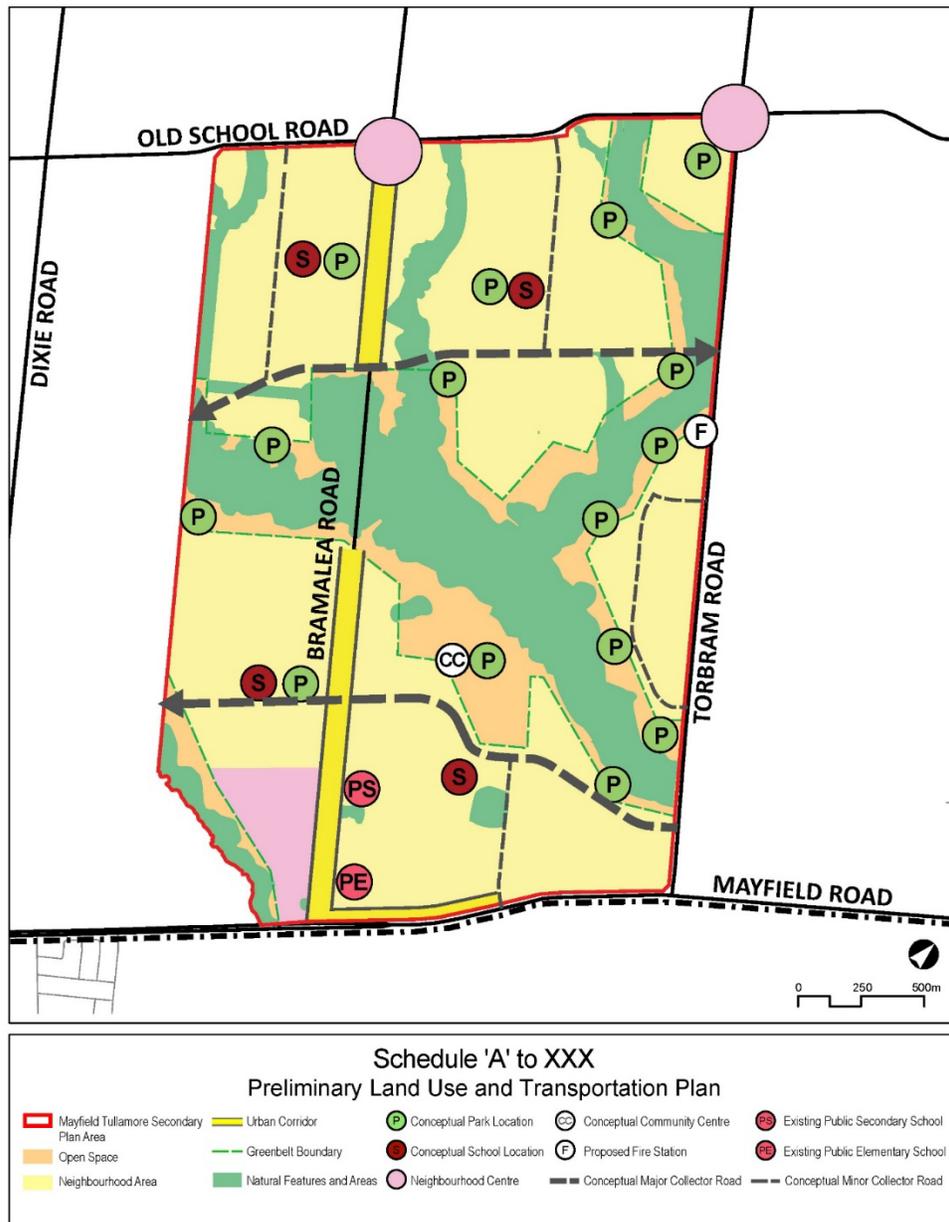
#### **7.7.6 Fire Hall**

Per a request from a discussion with the Town, there was an identified need for a Fire Hall to serve the community. A fire hall is planned along the west boundary of the MTSP area and is intended to serve the community. This location provides direct access to an arterial road and nearby access to an internal collector road within the MTSP. This is a logical location for the Fire Hall to ensure reliable, efficient access to serve the entire community and nearby neighbourhoods.

### **7.8 Land Use Plan**

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

Figure 24: Proposed Land Use Plan for the Proposed Official Plan Amendment



Source: MGP (2025)

The Land Use Plan concentrates densities in a transit-supportive manner adjacent to Bramalea Road, Mayfield Road, and Torbram Road. Mixed-Use Mid-Rise land uses are planned along and fronting onto Bramalea Road, as well as portions of Mayfield Road and Old School Road, where appropriate. 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.

### **7.8.1 Population and Employment**

Based on a gross developable land area of 353 ha, the proposed MTSP will generate an estimated 26,900 people and 2,400 population-related jobs. This would achieve a minimum density of approximately 74 people and jobs combined per hectare.

### **7.8.2 Land Use Designations**

It is anticipated that components of the MTSP Land Use plan will be further refined as a result of additional analysis and consultation undertaken during the preparation of the MTSP. The current components of the Land Use Plan are identified in Figure 24 above and include:

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

Policy directions for each community structure component and related land use designations are described in the following sections. The policies in the MTSP 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 MTSP 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.

#### Neighborhood 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. 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 used allow lands within

this designation to meet the day-to-day needs of residents living within the Corridors and also 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 or collector road. A high priority will be placed on the pedestrian, cycling, and transit experience to reinforce convenience, comfort, and safety.

### Neighbourhood Centre

The Neighbourhood Centres are located at the major intersections and focal points of the MTSP Area. This includes South of Old School Road and Bramalea Road and north of Mayfield Road and Bramalea Road. 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. One Neighbourhood Centre, at the northwest corner of Mayfield Road and Bramalea Road, is already delineated through this Secondary Plan, as shown in Schedule A. The delineation of all remaining Neighbourhood Centres will be confirmed and may be refined through the Tertiary Plan process.

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. The minimum amount of non-residential (measured in gross floor area) in each Neighbourhood Centre shall be 8,000 m<sup>2</sup> for the Neighbourhood Centre located at Old School Road/Bramalea Road and 27,000 m<sup>2</sup> for the Neighborhood Centre located at Bramalea Road/Mayfield Road. 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, with 80% of the required parking to be provided in underground or above-ground structures.

### 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 Subwatershed Study 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 Subwatershed Study due to non-participating land ownership, or where features are considered candidate features in the Local Subwatershed Study, will require further study prior to the approval of the first plan of subdivision, draft plan of condominium, or site plan approval. These studies will determine the appropriate management and refinement of the features in alignment with the Local Subwatershed Study, unless otherwise agreed to by the Town and the Conservation Authority.

Open Space

The Open Space land use designation represents the tableland within the Greenbelt Area. This designation permits parks, stormwater management facilities, and active and passive recreational uses. The open space system shall be visible and accessible to the public, where compatible with the Town’s ecosystem objectives and policies.

**7.8.3 Land Use Statistics**

Based on the MTSP and Land Use Plan presented in this report, Table 14 below provides the estimated units, population and population-related employment by dwelling type that the MTSP Area are planned to accommodate based on the residential land use designations on the Land Use Plan. The MTSP Area are estimated to accommodate a total of 7,000 dwelling units, 26,900 people and 2,400 population-related jobs.

*Table 14: 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	146	3700	43%	13,300
Secondary Unit	0	800	10%	1,700
Street Townhouse	38	1900	22%	6,200
Stacked Townhouse Units	12	1,000	13%	3,500
Apartment	7	1,000	12%	2,100

Total	203	8,400	100	26,900
<b>Non-Residential</b>				
<b>Job Source</b>	<b>Net Land Area (ha)</b>	<b># Jobs</b>	<b>% Job Mix</b>	
Institutional	10	400	17%	
Commercial	20	900	38%	
Work from Home	212	1100	46%	
Total	242	2,400	100%	

Based on the commercial study prepared by Altus Group, dated August 2024, it is estimated that 43 ha of land will be required throughout the MTSP to support the community’s day-to-day and week-to-week needs. Assuming 25% coverage on these lands, it is estimated that this will yield about 32,500m<sup>2</sup> of commercial space. The MTSP envisions that the majority of this space will be provided within the Neighbourhood Centres, where the focal point and concentration of density will be, however the MTSP also allows commercial throughout the plan, and we anticipate that neighbourhood servicing retail will be located at key intersections along the urban corridors.

# 8.0

## 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 with the Growth Plan, the recently adopted Region of Peel Official Plan, Caledon Official Plan, is consistent with the Draft 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 MTSP Area is now located within a settlement area and is designated for growth, is appropriate for development with a mix of uses and forms, and proposes no negative impacts to natural heritage or hydrologic features nor their functions.
- The proposed amendment conforms with the policies of the Growth Plan, which seek to build compact, transit-supportive communities. The proposed amendment is planned as a complete community that supports densities that are pedestrian, cycling, and transit-friendly.
- The proposed amendment conforms with the Greenbelt Plan, as all potential infrastructure will be located outside of key natural heritage and key hydrologic features, except for essential infrastructure that must cross these features where there is no other opportunity.
- The proposed amendment conforms to the policies of the newly approved RPOP, which promotes the development of healthy and sustainable complete communities. The MTSP 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 70 residents and jobs per hectare, which contributes to the achievement of 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 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 70 persons and jobs per hectare, which exceeds the density requirement of 62.5 persons and jobs per hectare required under the Official Plan.
  - Although the policies of the adopted Future Caledon OP are not yet in force and effect, they represent the Town of Caledon's current vision for the MTSP Area. The proposed amendment aligns with the intent of the Designated Growth Areas designation in the FCOP by providing a mix of land uses that will meet the needs of existing and future residents. The proposed amendment achieves a minimum density of approximately 70 people and jobs per hectare, which contributes to the achievement of the overall Designated Growth Area density target in the Town of Caledon of 50 people and jobs per hectare.
  - The proposed amendment's redesignation of the Prime Agricultural Area and refinement of the NHS boundary will provide greater flexibility for recreational uses while accurately reflecting the fragmented nature of the agricultural lands that are fully contained by urban uses, while also allowing parkland to be proposed at their current locations within the Greenbelt while receiving credit for parkland dedication towards a condition of approval for development. The proposed parkland locations will provide the required passive and active recreational needs of the MTSP while supporting land use efficiency within the developable areas.

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 Mayfield Tullamore 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 1 – Legal Description of MTSP Area

Table 15: Legal Description of MTSP Area

#	Municipal Address	Legal Description	PIN	Site Area (ha)	Owner
1	4755 OLD SCHOOL RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 2 43R7181 ; CALEDON	143470044	4.29	BLUESTEIN, GARY
2	4811 OLD SCHOOL RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 2 43R17182 ; CALEDON	143470043	1.03	GILL, SATINDER;GILL, AMARJIT;GILL, PARBHJOT;BAINS, AMITPAL
3	12622 BRAMALEA RD	PT LT 21 CON 4 EHS CHINGUACOUSY; PT LT 22 CON 4 EHS CHINGUACOUSY PT 1 & 6, 43R17182 ; CALEDON	143470038	75.23	ANATOLIA INVESTMENTS CORP.
4	12802 BRAMALEA RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 4 43R17182 ; CALEDON	143470041	0.4058997	DHALIWAL, PARMINDERJIT; DHALIWAL, MANMOHAN
5	Not Available	PT LT 21 CON 4 EHS CHINGUACOUSY PT 7 43R17182 ; CALEDON	143470040	0.4058997	ALISSE FINANCIAL & DEVELOPMENT CORP.
6	Not Available	PT LT 21 CON 4 EHS CHINGUACOUSY	143470039	0.4058997	BLUESTEIN, GARY

		PT 8 43R17182 ; CALEDON			
7	12636 BRAMALEA RD	PT LT 21, CONC 4 EHS(CHING) DES PT 10, 43R17182 ; CALEDON	143470305	0.99350325	EGGENGOOR, ANNETTE;EGGENGOOR, MARK
8	Not Available	PT LT 20 CON 4 EHS CHINGUACOUSY AS IN RO1032535 TOWN OF CALEDON	143470036	40.51793587	12442 BRAMALEA LIMITED PARTNERSHIP;12442 BRAMALEA GP INC.
9	12440 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 1 43R7047 ; CALEDON	143470035	0.41480278	SINGH, SOMAWATTIE;SINGH, VISHNU
10	12420 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 1 43R4347 ; CALEDON	143470034	0.41480278	WELLS, MICHAEL;BELLISSIMO, MARYANN;BELLISSIMO, DOMENICO
11	12414 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 2 43R4347 TOWN OF CALEDON	143470033	0.41480278	CHANNA, RAJDIP
12	12390 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 1 43R5556; CALEDON	143470032	0.41884964	MARTINS, MARIA;MARTINS, HORACIO
13	12380 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 2 43R5556 ; CALEDON	143470031	0.41884964	CHANNA, RUPINDER PAL; CHANNA, BALWINDER
14	12356 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 1 43R8223 ; CALEDON	143470030	0.41237467	CHANNA, RAJDIP;CHANNA, RUPINDER PAL
15	12282 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO1076689 ;	143470029	39.9712056	BRAMALEA ROAD COINVEST LIMITED PARTNERSHIP;BRAMALEA ROAD COINVEST GP INC.;BRAMALEA ROAD GP

		CALEDON			INC.
16	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY AS IN CH24090 EXCEPT CH33425, CH33413, CH33415, CH33417, CH33419, CH33421, CH33423, CH33425, CH33427 ; CALEDON	143470142	0.019020225	SOULES, MARION C.
17	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY PT 1 43R18241 TOWN OF CALEDON	143470028	4.29492872	CATION, LEE HYATT;CATION, MARK HUNTER;CATION, MICHAEL DAVID
18	12162 BRAMALEA RD	PT LT 18 CON 4 EHS CHINGUACOUSY AS IN VS408825 ; CALEDON	143470027	4.10432178	KERR, SHARON LOUISE;KERR, DONALD WILLIAM
19	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY PT 1 43R5209 ; TOWN OF CALEDON	143470026	1.660960095499	1867350 ONTARIO INC.
20	4810 MAYFIELD RD	PT LT 18 CON 4 EHS CHINGUACOUSY DES AS PTS 2, 3, PL 43R5209; SAVE AND EXCEPT PTS 1, 2, PL PR1385674; TOWN OF CALEDON	143470327	9.42553329	1867350 ONTARIO INC.
21	4848 MAYFIELD RD	PT LT 18, CONC 4 EHS(CHING) AS IN VS88235 S&E PTS 1 TO 4, EXPROP.PL PR1387136 ; CALEDON	143470323	2.7344609	12341433 CANADA INC.

22	Not Available	PT LT 18, CON 4 EHS (CHING) AS IN RO1111735, SAVE & EXCEPT PTS 1 & 2 EXPRO. PL PR1425131 AND PTS 1, 2 & 4, 43R34259 SUBJECT TO  AN EASEMENT IN GROSS OVER PT 3, 43R34259 AS IN PR2293025 TOWN OF CALEDON	143470342	3.876888	ECOLAND FARM LTD.
23	Not Available	PT LOT 18, CON 4 EHS (CHING) AS IN RO917854 SAVE & EXCEPT PTS 1, 2 & 3, 43R31739; CALEDON.	143470312	3.6482411	PENA, VICENTE;PENA, FRANCISCO;PENA, CHUA HOK
24	5069 OLD SCHOOL RD	PT LT 22, CON 5 EHS CHING; DES PT 1, PL 43R15705; CALEDON.	143470329	0.54592093	ANDERSON, STEPHEN;ANDERSON, ELIZABETH GAIL
25	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 3, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470378	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
26	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 4, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470379	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
27	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 5, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470380	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
28	Not Available	PART LOTS 21 & 22 CON 5 EHS CHINGUACOUSY, PARTS 1 AND 2, PLAN 43R41084; CALEDON TOWN	143470377	68.42505776	TACC DEVELOPMENTS (ARMSTRONG) LTD.

		OF CALEDON			
29	Not Available	PART LOT 22 CONCESSION 5 EAST OF HURONTARIO STREET, PART 2 PLAN 43R40213 TOGETHER WITH AN EASEMENT AS IN CH22427 TOWN OF CALEDON	143470368	0.2913737	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL
30	Not Available	PT LT 22, CON 5 EHS CHING, DES PT 2, PL 43R16960; CALEDON.	143470328	0.7045577	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL
31	Not Available	PART LOT 22 CONCESSION 5 EAST OF HURONTARIO STREET, PART 1 PLAN 43R40213 TOGETHER WITH AN EASEMENT AS IN CH22427 TOWN OF CALEDON	143470367	0.55968024	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL
32	12691 BRAMALEA RD	PT LT 21 CON 5 EHS CHINGUACOUSY AS IN VS307766 EXCEPT EASEMENT THEREIN; CALEDON	143470051	21.3678066	ANATOLIA INVESTMENTS CORP.
33	Not Available	PT LT 20 CON 5 EHS CHINGUACOUSY ; CALEDON	143470052	41.88577334	RUSO, ROSELYNN HELEN
34	12501 BRAMALEA RD	PT LT 20 CON 5 EHS CHINGUACOUSY AS IN VS359416 ; CALEDON ;	143470053	0.40751844	KAPOOR, MINAKSHI;KAPOOR, NAND GOPAL
35	Not Available	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN R0676167 ; CALEDON TOWN OF CALEDON	143470054	40.71785058	DG (CALEDON 1) INC.

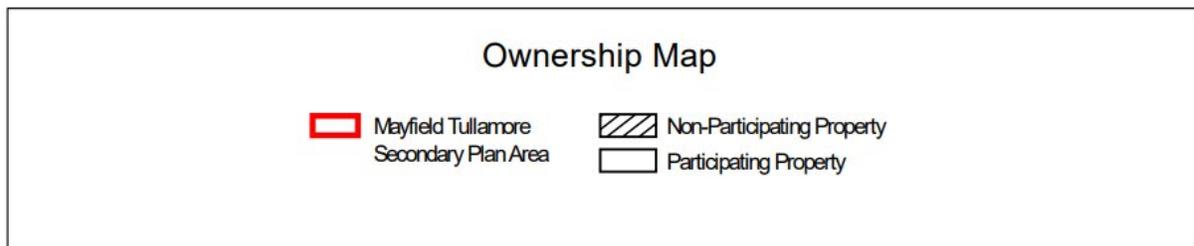
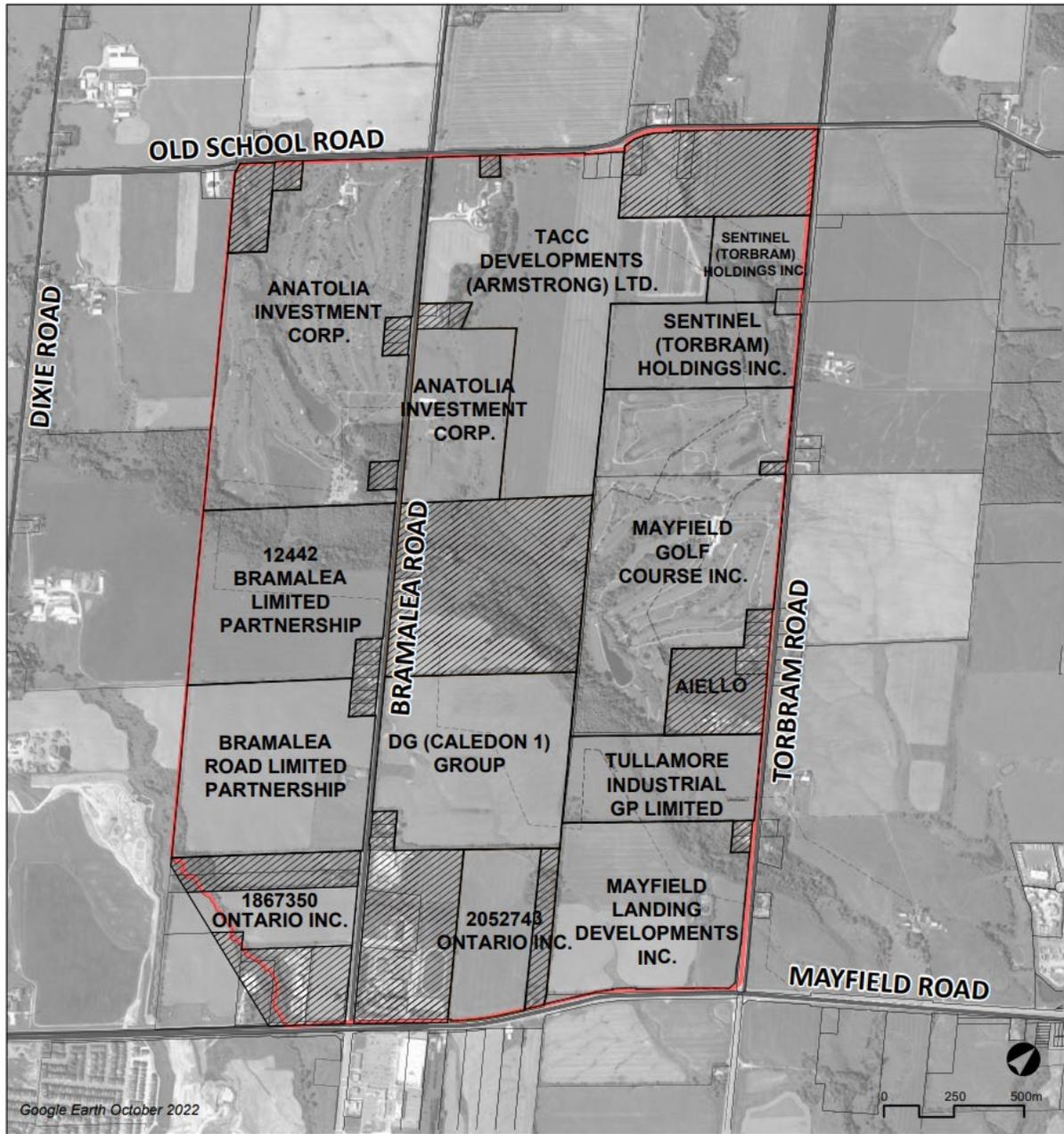
36	12236 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R7148; T/W R0528184 ; CALEDON	143470055	0.39133102	DOBBIN, KENNETH CURRAN
37	12229 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R5912 TOWN OF CALEDON	143470060	0.404686	KAUR, ANMOLPREET;SIDHU, JAGDIP
38	12211 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN R01044964 ; CALEDON	143470061	0.40549501	ESHPRE GLOBAL INC.
39	12087 BRAMALEA RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS93950 EXCEPT VS169412 ; CALEDON	143470063	3.944471	Owner Name:  THE CORPORATION OF THE TOWN OF CALEDON  Party To:  THE CORPORATION OF THE TOWNSHIP OF CHINGUACOUSY
40	Not Available	PT LOT 18, CON 5 EHS (CHING), AS IN VS51010 EXCEPT VS93950, VS160680, PT 1, 43R19547 & PTS 1, 2, 3 & 4, 43R27339 & PTS 4, 5, 6, 7 & 8  PL 43R33485 SUBJECT TO AN EASEMENT IN GROSS OVER PTS 1 & 2 PL 43R33493 AS IN PR1921279 TOWN OF CALEDON	143470340	15.9482565	Owner Name:  PEEL DISTRICT SCHOOL BOARD  Party To:  CENTRAL PEEL DISTRICT HIGH SCHOOL BOARD
41	5100 MAYFIELD RD	PT LT 18, CONC 5 EHS(CHING) AS IN VS17021 S&E PTS 1,2 & 3, EXPROP.PL PR1385100 ; CALEDON	143470325	16.1408868	2052743 ONTARIO INC.

42	5232 MAYFIELD RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS397410 SAVE & EXCEPT PT 1, EXPROP PLAN PR2385789; S/T DEBTS IN VS397410; SUBJECT  TO EXECUTION 93- 00568, IF ENFORCEABLE SUBJECT TO AN EASEMENT AS IN CH27578 TOWN OF CALEDON	143470348	3.8267074	WHITE, FRANCIS JOHN;WHITE, CHRISTINE LYNDA
43	5251 OLD SCHOOL RD	PT LT 22 CON 5 EHS CHINGUACOUSY AS IN RO975165 ; CALEDON	143470084	0.81058534	DHALIWAL, KARAM;DHALIWAL, CHARANPREET;DHALIWAL, KULDEEP
44	5317 OLD SCHOOL RD	PT LT 22 CON 5 EHS CHINGUACOUSY PT 2, 43R15393; T/W R0835453 ; CALEDON	143470083	0.82636808	GALLUZZO, ROSA
45	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY PT 1, 43R15393 ; CALEDON	143470082	18.805742	2844484 ONTARIO INC.
46	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY AS IN RO1084933 ; CALEDON	143470081	9.96902611	SENTINEL (TORBRAM) HOLDINGS INC.
47	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY PT 1, 43R15009 ; CALEDON	143470080	0.4058997	SENTINEL (TORBRAM) HOLDINGS INC.
48	Not Available	PT LT 21 CON 5 EHS CHINGUACOUSY PT 3, 43R15009 ; CALEDON	143470079	0.4058997	SENTINEL (TORBRAM) HOLDINGS INC.

49	Not Available	PT LT 21 CON 5 EHS CHINGUACOUSY PT 2, 43R20787 ; CALEDON	143470078	20.0282971	SENTINEL (TORBRAM) HOLDINGS INC.
50	12580 TORBRAM RD	PT LT 21 CON 5 EHS CHINGUACOUSY AS IN RO1100220 ; CALEDON	143470123	20.3261458	MAYFIELD GOLF COURSE INC.
51	12552 TORBRAM RD	PT LT 21 CON 5 EHS CHINGUACOUSY PT 1, 43R20803; T/W RO1100218 ; CALEDON	143470077	0.4058997	Owner Name: DE LAAT, JOHN GREGORY  Party To: DE LAAT, LUCY ANN; DE LAAT, JOHN GREGORY
52	12580 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY; PT LT 20 CON 5 EHS CHINGUACOUSY AS IN RO1062850 ; CALEDON	143470076	49.77471525	MAYFIELD GOLF COURSE INC.
53	12424 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 1, 43R9542 ; TOWN OF CALEDON	143470075	0.4058997	SAEED, FOUZIA;SAEED, ZUBAIR
54	12416 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 2, 43R9542 ; CALEDON	143470074	0.4058997	ATWAUL, GURDEEP;ATWAUL, SURAT
55	12408 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 3, 43R9542 ; CALEDON	143470073	0.4058997	CARDUCCI, MARIA;CARDUCCI, GIOSUE
56	12400 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R5079 ; CALEDON	143470072	0.53661316	FACCIO, VICTORIA;FACCIO, ADRIANO

57	12380 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 3, 43R5079 TOWN OF CALEDON	143470071	0.5301382	BIANCHI, MARISA
58	12306 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN RO653006 ; CALEDON	143470070	9.50404231	AIELLO, TERESA;AIELLO, MARIO
59	Not Available	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN VS22285 ; BRAMPTON	143470069	20.7526844	TULLAMORE INDUSTRIAL GP LIMITED
60	12198 TORBRAM RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN RO766640 ; CALEDON	143470068	0.37595296	SHARMA, SHIKHA;SHARMA, HEMANT KUMAR
61	12182 TORBRAM RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS303858 TOWN OF CALEDON	143470067	0.37595296	RANDHAWA, SHARANJIT KAUR;RANDHAWA, SAWRAJ SINGH
62	Not Available	FIRSTLY; PT LOT 17 AND PT ROAD ALLOWANCE BETWEEN LOTS 17 & 18 CON 5 EAST OF HURONTARIO STREET (CHINGUACOUSY) BEING PART 4 PL 43R36519 TOWN OF CALEDON; SECONDLY; PART LOT 18 CON 5 EHS CHING DES PTS 1, 2 PL 43R30083, EXCEPT PARTS 1, 2, 3 PL 43R36519; S/T CH27573 TOWN OF CALEDON	143470362	39.4823453	MAYFIELD LANDING DEVELOPMENTS INC.
<b>Total Land Area within MTSP Area (ha)</b>				<b>609</b>	

## Appendix 2 – Ownership Map



Malone Given Parsons Ltd.  
201- 140 Renfrew Drive  
Markham Ontario  
L3R 6B3 Canada

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