
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF A ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION APPLICATION

12933 BRAMALEA ROAD, 5089 OLD SCHOOL ROAD,
5101 OLD SCHOOL ROAD, 5155 OLD SCHOOL ROAD,
TOWN OF CALEDON

TACC Developments (Armstrong) Ltd.

June 2026

GSAI File: 482-005

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1.0 Introduction

Glen Schnarr & Associates Inc. (“GSAI”) are the Planning Consultants for TACC Developments (Armstrong) Ltd. (herein the “Owner”) of the lands generally located at the southeast corner of Bramalea Road and Old School Road in the Town of Caledon (herein the “Subject Lands”). The Owner is proposing a Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (DPS) (“the applications”) to facilitate a residential, mixed-use, and institutional uses on the Subject Lands.

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the Region of Peel Official Plan, which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town’s Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town’s Official Plan that were in-force as of July 1, 2024.

The purpose of this Planning Justification Report (“Report”) is to provide an overview of the proposed ZBA and DPS applications in the context of applicable Provincial, Regional and local policy frameworks and the technical studies prepared in support of the applications. The Subject Lands are currently zoned Agricultural (A1) in the Town of Caledon Zoning By-Law 2006-50. A site specific ZBA application is required to implement the Proposed Development. The Subject Lands are within the Mayfield Tullamore Secondary Plan area. The Official Plan Amendment (OPA) that outlines the policies for the Secondary Plan area was adopted by the Town of Caledon Council on April 28, 2026. The Proposed Development seeks to implement the Secondary Plan Policies.

2.0 Site Description and Surrounding Context

The Subject Lands are generally located south of Old School Road, and east of Bramalea Road and have a total area of 69.74 ha (172.61 ac). of which 13.44 ha (33.21 ac) is proposed to be developed. The Subject Lands are primarily active agricultural lands with natural heritage areas (NHS) consisting of two tributaries of the West Humber River running through, and Greenbelt Plan Area along the eastern property boundary (see *Figure 1.0 – Aerial Context Plan*).

North: The Highway 413 Transportation Corridor is located north of Old School Road. Refer to Section 2.2.1 below for further details on this Corridor. Further north are existing agricultural uses and prime agricultural areas, along with Greenbelt Plan Areas.

East: Additional residential, institutional, and parkland are proposed within the Secondary Plan Area east of the Subject Lands. NHS lands are located further east. East of Torbram Road various employment uses are proposed.

West: Additional residential, commercial, and parkland uses are proposed west of Bramalea Road. Employment uses are proposed west of the Secondary Plan limits, east of Dixie Road.

South: NHS lands are located to the south and beyond these NHS lands are additional proposed residential and commercial uses along with a proposed Community Centre. South of Mayfield Road is the City of Brampton with a mix of commercial and residential uses.

2.1 Transportation Network

The Subject Lands are located north of Mayfield Road, which is classified as a Regional Arterial Road. Mayfield Road between Torbram Road and Bramalea Road is designed as a six (6) lane right-of-way. Old School Road, Torbram Road, and Bramalea Road are all designated as Town Arterial Roads within the Future Caledon Official Plan (2025) see *Figure 9.0: Future Caledon Official Plan - Schedule C1 - Town Wide Transportation Network*. A Traffic Impact Study ('TIS') (June 2026), was prepared by Crozier in support of the proposed ZBA and DPS applications. The TIS concluded that the Proposed Development and proposed could be supported with the proposed road improvements to Mayfield Road, Old School Road and Bramalea Road.

Regarding public transit, and given the existing and future scale of Mayfield Road, it is expected that as development along Mayfield Road continues, Mayfield Road will come to serve as a higher-order transit corridor capable of accommodating rapid transit service. In reviewing the type of public transit service available along other major east-west arterial roads in the Region (Bovaird Drive, Queen Street, Steeles Avenue), all provide existing Züm Bus Rapid Transit Service. Additional roadways are capable of providing transit service within the surrounding area communities. As the residential communities within the Mayfield Tullamore Secondary Plan area begin to be built, more transit service is expected to be introduced.

The Caledon Multi Modal Transportation Master Plan (MMTMP) indicates that Bramalea Rd, Mayfield Rd, Torbram Rd, and Old School Rd, are proposed transit corridors. Use of these corridors alone could provide a high level of transit connectivity to the community on efficient linear routes. Additional supplemental routes could be introduced on the planned new collector roads as required to provide addition connectivity to transit.

Highway 413 Transportation Corridor

The Highway 413 Transportation Corridor ("Highway 413") is located north of Old School Road in close proximity to the Subject Lands and the northern limit of the Region of Peel's urban boundary. The Focused Analysis Area ("FAA") of Highway 413 was refined in 2024 to the area currently shown on *Figure 1.0 (Aerial Context)* of this Report. An Environmental Assessment process is currently underway, and it is understood from the Province that the first phase of construction has begun.

Highway 413 will connect Halton, Peel, and York Regions and the preferred route identifies an interchange at Bramalea Road, north of the Subject Lands. Highway 413 is also planned to accommodate a separated transitway route dedicated exclusively to public transit. The transitway will serve as another higher-order transit corridor along the north boundary of the Subject Lands.

Proposed East West Collector Road – Multi-Modal Transportation Master Plan Addendum

The Town of Caledon completed an addendum to the Multi-Modal Transportation Mater Plan (MMTMP) which was approved by Council in February 2026. The MMTMP Addendum identified a preferred collector road network and alignment. The preferred alignment is shown as Street A on the Draft Plan of Subdivision included as *Appendix 1.0*. This east west collector road is discussed further in the TIS (June 2026) prepared by Crozier.

3.0 Proposed Development

As shown on the Draft Plan of Subdivision prepared by Glen Schnarr & Associates (April 2026) (*attached as Appendix I.0*) the Subject Lands will primarily consist of low-density residential use with one retail/mixed use block proposed in the northwest corner at Bramalea Road and Old School Road. There are two parks and an open space block proposed, one stormwater management (SWM) pond block near the western watercourse, and one centrally located school block. There are also two Natural Heritage System (NHS) areas on site associated with the two tributaries of the West Humber River, as well as one watercourse crossing proposed along the western tributary as Street C. Residential uses primarily consist of ground-related housing including detached dwellings, street townhouses, back-to-back townhouses, and rear lane townhouses. The Neighbourhood Centre block at the corner of the Old School Road and Bramalea Road can accommodate higher density residential dwelling types along with commercial uses. The details of this mixed-use commercial block will be determined through a future Site Plan Application. The proposed Draft Plan of Subdivision consists of 1526 residential dwelling units.

- 515 Single Detached Lots:
 - 136 Detached Lots with 12.8 metre (42 foot) frontages.
 - 252 Detached Lots with 11.0 metre (36 foot) frontages.
 - 127 Detached Lots with 9.15 metre (30 foot) frontages.
- 1011 Townhouse Lots:
 - 433 Street Townhouse Lots with 6.10 metre (20 foot) frontages.
 - 220 Back-to-Back Townhouse Lots with 6.40 metre (21 foot) frontages.
 - 358 Rear Lane Townhouse Lots with 6.10 metre (20 foot) frontages.
- One Mixed Use / Retail Block with an area of 2.83 hectares (7.00 acres)
- Six Residential Reserve Blocks, totaling 0.71 hectares (1.75 acres).
- Two Parks
 - One west of Street B and south of Street C with an area of 2.45 hectares (6.05 acres).
 - One east of Street S, adjacent to the NHS area with an area of 1.37 hectares (3.39 acres).
- Five Walkway Blocks with an area of 0.10 hectares (0.25 acres).
- One Stormwater Management Pond Block with an area of 1.40 hectares (3.46 acres).
- Three Environmental Policy Area (NHS) Blocks with an area of 6.62 hectares (16.36 acres).
- Internal Streets with varying rights-of-way (ROWS):
 - 8.0 metre and 10.0 metre Laneways.
 - 18.0 metre Local ROW with a length of 7,612 metres
 - 20.0 metre Local ROW with a length of 658 metres
 - 23.5 metre Local ROW with a length of 844 metres
 - 26.0 metre Local ROW with a Length of 340 metres.

A Draft Plan of Subdivision is required to create the lots and blocks and to subdivide the land. The following provides an overview of key elements of the Draft Plan of Subdivision:

Single Detached Lots

The Draft Plan of Subdivision consists of a total of 515 Single Detached Residential lots. The Single Detached lots are a mixture of lots with 9.15 metre (30 feet), 11.0 metre (36 feet), and 12.8 metre (42 feet) frontages. Single Detached dwellings developed on these individual lots will have direct frontage and access to the internal streets. Each dwelling will have a private garage and driveway and will accommodate the required vehicular parking. Private outdoor amenity space will be provided by way of a rear yard for each lot. A shallower lot depth promotes a more compact build form without compromising on functionality.

Street Townhouse Blocks

A total of 433 Street Townhouse dwellings are being proposed on 6.10 metre (20 feet) lots. These Street Townhouses are located in close proximity to both parks providing residents with easy access to recreational spaces. These townhouses will be developed on individual lots with direct access to the street. Each street townhouse will have two parking spaces, one in an attached garage and another in the driveway. Private outdoor amenity space will be provided by way of a rear yard for each lot.

Back-to-Back Townhouse Blocks

A total of 220 Back-to-Back Townhouse dwellings are being proposed. The back-to-back townhouses will be developed on individual lots with front-loaded access to the street. These blocks will contain 12 to 14 units. Amenity space will be provided by way of terraces and/or balconies, and parking is provided by a single car driveway and garage.

Rear Lane Townhouse Blocks

A total of 358 Rear Lane Townhouse dwellings are proposed on 6.10 metre (20 feet) lots. These Townhouse units are generally located along arterial roads and have parking located in the rear accessed by a private or public lane. This ensures driveways are not located on arterial roads. Amenity space is provided via balconies, decks, and courtyards.

Residential Reserve

The Draft Plan of Subdivision includes four Residential Reserve Blocks with 16 proposed lots located at the southern edge of the Subject Lands adjacent to 10 Side Road. These reserve blocks are designated for future dual frontage Townhouse units. The development of these lands will be coordinated with the realignment of 10 Side Road. This approach ensures a cohesive and integrated expansion of the subdivision with future infrastructure.

Mixed Use / Retail

A 2.83 hectares (7.00 acres) Mixed-Use / Retail block is proposed with at the corner of Old School Road and Bramalea Road. This Mixed-Use / Retail Block will contain a mixture of commercial and residential uses. The design of this block will be refined during a future Site Plan application.

Park Blocks

Two blocks are proposed for Parks. The placement of these Parks aligns with the Mayfield Tullamore Secondary Plan land use Schedule. The thoughtful placement of these Parks will ensure these spaces are accessible to all residents and will enhance the overall livability of the new community. This arrangement provides residents with easy access to essential recreational amenities.

Stormwater Management Pond Block

A Stormwater Management (SWM) Pond Block is being proposed along the western limits of the Subject Lands adjacent to Breamlea Road. Details of this SWM pond are provided in the SWM Report prepared by Urbantech (June 2026), submitted in support of these Draft Plan of Subdivision and Zoning By-law Applications.

4.0 Zoning By-law Amendment

The Subject Lands are currently zoned Agricultural One (A1) and Environmental Protection Area Two (EPA2). The A1 zone permits a range of agricultural and accessory uses. The EPA2 zone permits environmental management, farms, forest management, and non-intensive recreational uses.

On April 7, 2026 the Town of Caledon held a Public Meeting for the Town Initiated Zoning By-law Amendment RZ 2026-0004. The purpose of this Town-Initiated Zoning By-law Amendment is to rezone some of the lands designated New Urban Area 2051 in the Future Caledon Official Plan, to Future Development (FD) Zone. The majority of the Subject Lands are proposed to be rezoned from A1 to FD. This Town-Initiated Zoning By-law Amendment recognizes the evolving policy and future urban uses within the New Urban Area 2051.

The proposed Zoning By-law Amendment application seeks to rezone the Subject Lands to:

- **RMD-AAA** (Mixed Density Residential – Special Exemption)
- **RMD-BBB** (Mixed Density Residential – Special Exemption) *Neighbourhood Centre
- **EPA1 -AAA** (Environmental Policy Area One – Special Exemption)
- **C-AAA** (General Commercial – Special Exemption)
- **I-AAA** (Institutional – Special Exemption)
- **OS** (Open Space)

Details of the Zoning By-law Amendment are provided in Section 8.0 of this Report, and the Draft Zoning By-law Amendment is attached at *Appendix 2.0*. The proposed Zoning By-law Amendment will implement the proposed Draft Plan of Subdivision, while continuing to achieve the goals and objectives of the Future Caledon Official Plan, and Mayfield Tullamore Secondary Plan.

5.0 Consultation Process

A PARC meeting was held with the Town of Caledon on December 5, 2024. At the meeting, requirements for a complete ZBA and DPS applications submission were discussed. Subsequent correspondence was had Staff from the Town of Caledon and the Region of Peel to clarify the submission requirements and expected submission process. The required studies and reports prepared in support of this complete submission are detailed in Section 6.0 below.

At the PARC meeting, and as discussed through subsequent meetings with planning staff, planned public engagement will be scheduled to follow the formal submission of this development application. The rationale is to allow Staff sufficient time to review the comprehensive application submission and support a more meaningful consultation process with the public. The public engagement process will follow the public notification and engagement procedures as prescribed by the *Planning Act* and guided by the Future Caledon Official Plan.

Public engagement and consultation are important components of the planning process. The purpose of a Public Consultation Strategy is to ensure that the planning process is open and transparent and provides opportunities for all stakeholders to be actively engaged in any consultation process involving the Proposed Development applications. The applicant and the project team are committed to working cooperatively with Town Staff to respond appropriately and efficiently with additional detail, where helpful, and to ensure the timely delivery of accurate information pertaining to the Proposed Development.

A Pre-Consultation meeting was held with Town of Caledon on December 5, 2024. This meeting provided the applicant with an opportunity to present a preliminary Draft Plan of Subdivision for the Subject Lands and to obtain feedback from Town, Region, Conservation Authority and School Board Staff to assist the applicant in making a complete application. A Pre-Consultation summary letter and checklist were subsequently provided to the applicant by Town Staff outlining preliminary comments and the materials required to satisfy a complete application.

The strategy outlined below will be employed in order to ensure continued dialogue and openness and to provide notice of all meetings and consultation sessions to stakeholders, which will ensure that engagement opportunities are maximized at various points of the planning process. The requirements of the Planning Act will provide the minimum standard to be followed for all notifications.

- Following the submissions of applications and once they have been deemed complete by Town Staff, a Notice of Complete Application will be posted on the Town's website. The Notice will advise residents that the applications have been submitted, and that public input is requested.
- Following the Notice of Complete Application, "Public Notice" signs will be posted on each frontage the Subject Lands. The signs will advise that Draft Plan of Subdivision and Zoning By-law Amendment applications have been submitted. The wording and information for the sign is subject to confirmation with Town staff and will include all required statements as per O. Reg. 544/06 (Plans of Subdivision) and O. Reg. 545/06 (Zoning By-laws, Holding By-laws and Interim Control Bylaws);
- Residents and stakeholders will have the ability to access and review the submission materials, including drawings and reports via the Town's website; and,
- A statutory Public Meeting will be held by the Town, at Caledon Town Hall, this meeting can be attended both in person or virtually.
- Town staff will notify all residents within 120 metres (400 feet) of the subject property of the statutory meeting at least 20 days prior to the meeting date. At the meeting, any person will be given the opportunity to provide comments or ask questions regarding the application. Please note the scheduling of a Public Meeting is held at the discretion of Town staff.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application. This will assist the proponent in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the Draft Plan of Subdivision and Zoning By-Law Amendment process will follow the requirements of the Planning Act for statutory meetings and the Town of Caledon's planning process preferences.

5.1 Indigenous Consultation Process

In support of the Mayfield Tullamore Secondary Plan, the Mayfield Tullamore Landowners Group conducted engagement with Indigenous Nations and Communities, as informed by the Town of Caledon's "Expectations for Indigenous Engagement for Proponent Led Development". The purpose of engagement is to follow the Duty to Consult and provide information about the Proposed Development, including circulation of supporting materials.

ASI undertook the process of initiating Indigenous Engagement on behalf of the Landowner Group in the form of contacting the nations who's traditional or treaty territories overlap with the Subject Lands. This included the Huron-Wendat Nation, the Mississauga of the Credit First Nation, Six Nations of the Grand River Elected Council and the Haudenosaunee Confederacy Chief's Council. Communication with each nation has included an introduction to the project and the proponent has entered into agreements with each nation for them to review the report when it is completed.

6.0 Supporting Technical Studies

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

6.1 Arborist Report and Tree Preservation Report

An Arborist Report and Tree Inventory and Preservation Plan was completed by GEI (May 2026). This report presents the results of the tree inventory, identifies opportunities for tree preservation and protection, recommends tree protection measures, and proposes compensation for the recommended tree removals. The objective of the TIPP is to retain existing tree cover wherever feasible and to minimize the risk of injury to trees identified for protection. A 0.25 ha of non-significant woodland (Norway Spruce Cultural Plantation) are proposed for removal as a result of the Proposed Development. This 0.25 ha is planned to be compensated on an area basis. GEI inventoried a total of 459 trees within the Tree Inventory Area. Based on the results of the tree impact analysis, 339 trees (including 43 dead trees) will require removal, and 17 trees will require injury but can be preserved. The remaining 103 trees will not be impacted based on the proposed work provided the preservation recommendations are followed. Of the 339 trees to be removed, 287 would currently require compensation based on the Town of Caledon Landscape Guidelines (2025a). Accordingly, 806 replacement trees are proposed to be planted as compensation for the recommended removal of non-exempted trees to facilitate the project or, alternatively, cash-in-lieu as determined by the Town of Caledon. This report also recommends that tree protection hoarding be installed prior to commencement.

6.2 Stage 1-2 Archaeological Assessment

A Stage 1-2 Archaeological Assessment was completed by ASI (December 2023). The Stage 2 field assessment resulted in the identification of two Indigenous sites (AkGw-562 and AkGw-563) and one isolated Indigenous findspot (P3). Site AkGw-562 comprises three non-diagnostic lithics and site AkGw-563 comprises a single Late Archaic diagnostic projectile point. Given the ephemeral nature and low artifact density of findspot P3 and sites AkGw-562 and AkGw-563, these components do not meet the criteria for Stage 3 Archaeological Assessment and are considered free of any further archaeological concern. As such, it is recommended that no further archaeological assessment of the Subject Lands be required.

6.3 Geotechnical Report and Hydrogeological Study

The geotechnical and hydrogeological investigations completed by GEI (May 2026) identify no single constraint that precludes development of the Subject Lands. However, the reports identify several items requiring further review through detailed design, including deep sanitary sewer construction, the sanitary sewer crossing below West Humber Tributary, construction dewatering, SWM pond liner requirements, groundwater protection, and water balance/LID requirements. Additional coordination with GEI is ongoing with respect to the site water balance, which may inform the final LID strategy, including the type, location, feasibility, and sizing of infiltration or retention-based measures.

6.4 Landscape Plans Facility Fit Plans

A Landscape Plan and Park Facility Fit Plans were completed by NAK (April 2026). The Landscape Plan outlines the proposed landscaping across the Draft Plan of Subdivision. The Park Facility Fit Plans show landscaping details for the parks. Further these plans show the pedestrians trails and connections within the parks and to the broader road network.

6.5 Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was completed by Valcoustics (June 2026). There are no stationary noise sources in the vicinity that are expected to have an impact on the Subject Lands. The transportation noise source with the potential for impact at the Subject Lands is road traffic on Bramalea Road, Old School Road, Torbram Road and the new internal collector roadways within the development.

To meet the noise guideline limits:

- Dwellings adjacent to Bramalea Road, Old School Road, Street 'A', and Street 'C' along with several other blocks as shown in the report require mandatory air conditioning to allow windows to remain closed for noise control purposes.
- Sound barriers are required on various lots to mitigate noise in the rear yard amenity area;
 - 1.8 m high at Lots 1 to 10, 32, 131, 193, 194, 249, and Block 561 (easternmost unit);
 - 2.0 m high at Lots 31 and 285;
 - 2.5 m high at Lot 168, 169, 246, 332, 362, and 363.
- To meet the indoor noise criteria:
 - For townhouse blocks along Bramalea Road (Block 610 to 616), upgraded wall construction meeting STC 54 (e.g. brick / stone veneer) and windows meeting STC 28 are recommended;
 - For dwellings along Old School Road (Blocks 629 to 635, northern unit of partial block 696), Street 'C' (Blocks 626 to 628 and 661 to 665; and Lots 31 to 53, 118 to 131, 168, 169, 194 to 246, and 249 to 285, 332, 362, 363 and partial blocks 696 to 700), standard wall construction meeting STC 37 and exterior windows meeting STC 28 are recommended;
 - Exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) are sufficient to meet the indoor noise criteria at all other dwellings.

The specific wall and window will be confirmed once detailed building plans are available. With the above recommendations implemented the Proposed Development the acoustical regulations.

6.6 Traffic Impact Study (TIS)

The Traffic Impact Study (TIS) prepared by Crozier (June 2026) analyzes the proposed road network, transit network, vehicle movement, parking, and active transportation considerations across the Proposed Development. The Proposed Development is expected to generate 649 and 757 two-way external primary vehicle trips during the weekday a.m. and p.m. peak hours. The generated traffic is not expected to significantly impact the study road Network. The TIS concludes that the study road network intersections are operating efficiently with reserve capacity for future growth. There are no major queueing concerns that are expected to have significant impacts. With the planned widening of Bramalea Road to 4-lanes the intersection at Mayfield Road is expected to operate effectively. Traffic safety elements, including intersection sight distance, intersection spacing, and curb and centreline radii were reviewed for conformance against the applicable Transportation Association of Canada (TAC) and Town of Caledon requirements. The Draft Plan was reviewed, and were generally found to satisfy the Town and Region's criteria with some recommendations.

6.7 Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) was completed by GEI (May 2026). This EIS indicates that the Subject Lands are primarily made up of active agricultural lands with two tributaries of the West Humber River running through the site (referred to as the western and eastern tributaries) and Greenbelt Plan Area along the eastern property boundary. This EIS summarizes the results of the surveys completed as part of the Local SWS that are applicable to the Subject Lands. In addition to noted investigations, feature staking

(top of bank, tree limit and wetland limit) and a tree inventory have been completed. Intensive surveys within the Greenbelt Plan Area have not been completed as it was assumed that no development or alteration will occur within 30 m apart from SWM outlets. The Proposed Development plan continues to respect the minimum Greenbelt buffers. As a result, no additional studies are required to further characterize the Greenbelt NHS. Analysis of plant species, bats, birds, amphibians, and aquatic habitats was completed. Further, a risk evaluation of the Wetland Water Balance was completed to analyze pre and post wetland water levels. Significant features were identified on the Subject Lands and when considered with the other environmental analysis the appropriate buffers and development limits were determined.

6.8 Environmental Site Assessment Phase 1 - 2

A Phase 1 ESA (May 2025) and Phase 2 ESA (September 2025) were completed by GEI. The Phase 1 ESA determined that a Phase 2 ESA would be required to assess various Areas of Potential Environmental Concern (APECs) that were identified. Through the Phase 2 ESA imported fill was found in some boreholes onsite. No hydrocarbon or other chemical odours or staining suggestive of significant contamination were observed in the recovered fill samples. No organic vapour/gas was found through analysis of the soil samples. The selected soil samples were submitted for analysis of petroleum hydrocarbons, benzene, toluene, ethylbenzene, and xylenes, volatile organic compounds, polycyclic aromatic hydrocarbons, organochlorine pesticides, polychlorinated biphenyls, metals, hydride-forming metals, and other regulated parameters. The soil analytical results indicated conformance with the Site Condition Standards, with the exception of one location which had elevated levels of Cadmium and Uranium. Given the significant depth to groundwater, the Cadmium and Uranium impacts identified in the shallow soil samples are considered unlikely to pose a risk to groundwater quality. GEI retained the excavation subcontractor Terra Firma Environmental Services to remove soil impacted with cadmium and uranium, which exceeded Site Condition Standards. Remediation activities, including excavation, confirmatory sampling, and backfilling, were carried out between August 13 and September 3, 2025. Under GEI's supervision, the excavation contractor removed approximately 118 metric tonnes (five truckloads) of impacted soil from the remediation area. The Site is considered ready for the filing of a Record of Site Condition, as required by the Town of Caledon to support the proposed residential subdivision development application.

6.9 Functional Servicing Report and Stormwater Management Report

A Functional Servicing Report and Stormwater Management Report was completed by Urbantech (June 2026). The report confirms, at a functional level, that the Subject Lands can be graded, serviced, and provided with stormwater management infrastructure in accordance with applicable Town of Caledon, Region of Peel, TRCA, CLI-ECA, and Mayfield Tullamore Local Subwatershed Study requirements.

The proposed storm drainage system consists of a minor storm sewer system and a major overland flow system. The minor system has been designed to convey the 10-year storm event, while flows exceeding the minor system capacity will be conveyed overland through the proposed road network to the designated stormwater management facilities and outlet locations. The major system capacity, storm sewer hydraulic grade line, and final inlet/outlet elevations will be confirmed through detailed design.

The stormwater management strategy includes three SWM facilities serving the Subject Lands and contributing external drainage areas. SWM Facility 1 is located within the Subject Lands, while SWM Facilities 3 and 4 are located to the south within the Mayfield Golf Club Inc. lands and were previously designed by SCS Consulting. Urbantech's current modelling has refined the drainage area and imperviousness assumptions for the TACC Caledon lands and confirms that the proposed SWM strategy is intended to provide the required water quality, erosion, quantity, Regional Storm, thermal mitigation, and water balance controls.

SWM Facility 1 has been functionally designed as a wet pond facility and provides the required permanent pool, extended detention, and active storage volumes for the applicable storm events. The proposed pond outlet controls have been sized to meet the required erosion and quantity control release rates, and the proposed drawdown time satisfies the erosion control target. The proposed SWM strategy also demonstrates that post-development peak flows are controlled at the identified downstream outlet locations.

Sanitary servicing for the Subject Lands will be provided by a local and sub-trunk sewer network conveying flows toward the planned sanitary trunk sewer through the Mayfield Golf Club Inc. lands. The proposed sanitary design confirms that the Subject Lands can be serviced and that future/external drainage areas can be accommodated without placing undue restrictions on adjacent lands. The timing of downstream Regional sanitary infrastructure will require continued coordination with the Region of Peel and adjacent landowners. Water servicing will be provided from the Region of Peel Zone 7 lake-based water system. The proposed water servicing strategy relies on planned Regional watermain infrastructure, including the Old School Road watermain and future internal and external watermain connections.

6.10 Heritage Impact Assessment

A Heritage Impact Assessment (HIA) was completed by ASI (June 2026). The HIA indicates that the Subject Lands are not a known or potential cultural heritage resource. The HIA was required because the proposed development is adjacent to 5069 Old School Road which is listed on the Town of Caledon's Heritage Register. As such, the HIA is required to evaluate the cultural heritage value of the adjacent property at 5069 Old School Road and to provide an assessment of how the proposed development will impact the property's cultural heritage value. The listed adjacent property at 5069 Old School Road consists of a farmhouse with elements of the Italianate architectural style, surrounded by lawn, and accessed by a driveway lined with sugar maples. The evaluation determined that the property at 5069 Old School Road meets the criteria outlined in Ontario Regulation 9/06. Therefore, the property at 5069 Old School Road does retain cultural heritage value or interest. Based on the property's determined cultural heritage value and a thorough review of the proposed development, it is not expected that any construction activity on the Subject Lands will directly impact the property at 5069 Old School Road. This report includes recommendations to best conserve the property and to mitigate against indirect impacts and potential unintended impacts to the property at 5069 Old School Road and its identified heritage attributes.

7.0 Policy Context

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan ("ROP"), which was adopted by Regional Council in April 2022 and approved by the Province in November 2022. On July 1, 2024 the Region of Peel became an upper-tier municipality without planning responsibilities. As of that date, pursuant to subsection 70.13(2) of the *Planning Act*, the portions of the ROP that were in effect and that applied within the Town of Caledon were deemed to constitute part of the Town's Official Plan. These former policies of the ROP remain in effect until the Town of Caledon revokes or amends them and, pursuant to subsection 70.13(7), are deemed to prevail in the event of any conflicts with the policies of Town's Official Plan that were in-force as of July 1, 2024.

7.1 Provincial Planning Statement (2024)

On August 20, 2024, the Province of Ontario released the final version of the Provincial Planning Statement, 2024 (PPS, 2024) which took effect on October 20, 2024.

The PPS 2024 replaces A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 by integrating them into a single planning document which applies province-wide.

The PPS 2024 introduces some entirely new policies and definitions and, in some cases, modifies policies and definitions from the PPS, 2020 and Growth Plan.

The PPS 2024 is considered a policy statement for the purpose of section 3 of the *Planning Act*. The PPS, 2024 will apply to all decisions under any authority that affects a planning matter made on or after October 20, 2024, subject to a possible transition regulation. From then on, subject to any transition regulation, all municipal decisions, as well as comments, submissions or advice affecting planning matters, will be required to be consistent with the PPS 2024 pursuant to subsections 3(5) and 3(6) of the *Planning Act*.

The PPS 2024 contains certain policies that only apply to large and fast-growing municipalities. Caledon is listed as one of these 29 municipalities. The PPS 2024 builds on policies from the PPS 2020 and Growth Plan as they relate to intensification, infill, and redevelopment of underutilized lands in close proximity to transit. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. In effect, the PPS provides for appropriate development while protecting provincial interest, public health and safety, quality of life, and the quality of the natural and built environment.

The PPS 2024 is to be read in its entirety and in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict. The PPS understands that local official plans are the most important vehicle for the implementation for provincial direction.

Chapter 2 of the PPS provides policy direction focusing on Building Homes and Sustaining Strong and Competitive Communities.

Planning for People and Homes

Section 2.1.1 and 2.2.2 of the PPS, 2024 direct planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Halton Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. The Ontario Population Projections provides that, “census divisions with over 70% projected growth in number of seniors over 2022-2046 include: Waterloo, Wellington, Dufferin, Simcoe, Halton, Peel, York, Durham, Ottawa, Prescott & Russell.” More specifically, the suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2.1 million people between 2022 – 2046. Peel (62.6%), Halton (59.5%) and Durham (43.8%) are projected to grow faster than the average for Ontario.

Section 2.1.6 provides that “*Planning Authorities should support the achievement of complete communities*” by:

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

The PPS, 2024 defines “Complete Communities” as “places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to

many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations”.

The Proposed Development will promote efficient development patterns by providing a variety of dwelling options that effectively use the developable land while respecting natural heritage and greenbelt area. The Subject Lands are currently underutilized and will further increase the number of housing units available in Caledon, improving the overall housing supply. The Proposed Development will introduce new residential units in an area well served by surrounding employment, institutional, recreation, parks, and open space uses. The Proposed Development will also provide improved pedestrian and active transportation opportunities.

Housing

Section 2.2 of the 2024 PPS states that “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

1. *establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
2. *permitting and facilitating:*
 - a. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - b. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The Proposed Development represents a form of residential intensification as it provides for a compact built form on lands that are currently vacant and unimproved.

3. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

The Proposed Development utilizes existing infrastructure, including municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities. The Proposed Development will promote an efficient compact development on a currently underutilized parcel of land within the urban area. The proposal will contribute to market based range of residential dwelling types to meet the long-term needs of residents. The unit breakdown consists of 515 standard detached dwellings with varying lot frontages, 433 street townhouses, 220 back-to-back townhouses, and 358 rear lane townhouses. The total collective unit count is 1526 units.

Settlement Areas

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a. *efficiently use land and resources;*
 - b. *optimize existing and planned infrastructure and public service facilities;*
 - c. *support active transportation;*
 - d. *are transit-supportive, as appropriate; and*
 - e. *are freight-supportive;*
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

As previously noted, the Subject Lands are located within a Settlement Area. The Proposed Development facilitates the intensification of an underutilized site within a Settlement Area. The Proposed Development represents an efficient use of land and resources or infrastructure, redeveloping an underutilized site.

The proposed dwelling mix will diversify the housing stock in the surrounding area, traditionally occupied by single detached dwellings. The land use pattern proposed has been designed to utilize existing and planned infrastructure and services that will promote a cost-effective development pattern.

Infrastructure and Public Facilities Overview

Chapter 3 of the PPS, 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the Subject Property. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS, 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS, 2024 existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. As such, the Proposed Development is planned to use existing municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Functional Servicing Report submitted in support of this application, prepared by Urbantech (June 2026), the Proposed Development can be appropriately serviced. Existing services will be maximized and planned services will be available where additional capacity is required. Further, the Stormwater Management Report submitted in support of this application, prepared by Urbantech (June 2026), demonstrates how stormwater will be appropriately managed.

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

interaction, encourage active transportation, and enhance community connectivity. The Landscape Plans, prepared by NAK (April 2026) submitted in support of these applications have been prepared in conformance with the Community Design Guidelines prepared in support of the Secondary Plan.

Natural Heritage

Chapter 4 of the 2024 PPS provides policy direction related to “Wise Use and Management of Resources” and is applicable to the Subject Property. It generally encourages the protection of natural resources, and sustainable development where adjacent to those resources.

4.1 Natural Heritage

- 1. Natural features and areas shall be protected for the long term.*
- 2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 3. Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 4. Development and site alteration shall not be permitted in:*
 - c. significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)*
- 8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions*

4.2 Water

- 1. Planning authorities shall protect, improve or restore the quality and quantity of water by:*
 - a. using the watershed as the ecologically meaningful scale for integrated and long term planning, which can be a foundation for considering cumulative impacts of development;*
 - b. minimizing potential negative impacts, including cross-jurisdictional and cross watershed impacts;*
 - c. identifying water resource systems;*
 - d. maintaining linkages and functions of water resource systems;*
 - e. implementing necessary restrictions on development and site alteration to*
 - 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;*
 - f. planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and*
 - g. ensuring consideration of environmental lake capacity, where applicable.*
- 2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.*

The Environmental Impact Study prepared by GEI (May 2026) mapped the natural heritage features onsite and defined the Greenbelt limits. This report provides recommendations to ensure environmental impacts are minimized. As such, the Proposed Development and corresponding Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the policies of the PPS, 2024.

4.6 Cultural Heritage and Archaeology

- 1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*
- 2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
- 3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
- 4. Planning authorities are encouraged to develop and implement:*
 - a) archaeological management plans for conserving archaeological resources; and*
 - b) proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*
- 5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.*

As discussed above a HIA (June 2026) was completed by ASI. No cultural heritage resources are located on are located on the Subject Lands. However, 5069 Old School Road is located east of the proposed Neighbourhood Centre, north of proposed single detached dwellings, and east of NHS lands. The Site Plan details of the Neighbourhood Centre have not been finalized, however, at that time consideration will be given to ensure no negative impact on this heritage resource. On the draft plan of subdivision, single detached dwellings are proposed to the south. These single detached dwellings are complementary to the heritage resource.

In addition a Stage 1-2 Archaeological Assessment (December 2023) was completed for the Subject Lands, and which has been submitted for Ministry Approval.

The above analysis of the applicable policies of the PPS, 2024 demonstrates that the Proposed Development is consistent with the PPS, 2024 by allowing for development, at an appropriate density, in an area served by existing infrastructure, respects natural heritage and ensures public safety and is in support of the goals of the PPS, 2024.

7.2 Region of Peel Official Plan (2022)

The Peel Regional Official Plan (“ROP”) was adopted by Regional Council on April 28, 2022, and adopted with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022, serves as a guide for how land use planning and growth should be managed across the three member municipalities (City of Mississauga, City Brampton and Town of Caledon) until 2051.

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. Included in this bill are Planning Act changes first introduced through Bill 23, the More Homes Built Faster Act, 2022, which remove planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, as of July 1, 2024. On this date, the Region of Peel Official Plan (RPOP) has become a plan of the local municipalities, and they are required to implement and ensure

applications conform to the RPOP. Where Peel Region was previously required to be the approval authority for certain Official Plan reviews and amendments under the *Planning Act*, the Province will now become the approval authority where required.

Due to the recent adoption of Bill 185, a review of the Region of Peel Official Plan policies was still conducted as the Town of Caledon, as the approval authority, will have regard for these policies until such a time that the Town of Caledon Official Plan is updated.

Overall, the ROP outlines strategies for managing growth and development across Peel in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as ‘Urban System’ and ‘2051 New Urban Area’ (see *Figure 3.0 – Region of Peel Official Plan–Schedule E-1–Regional Structure*). The ‘Urban System’ designation is a high-level designation intended to accommodate the majority of growth in a way that supports the ROP’s Urban System goals. The Subject Lands are also designated as “Designated Greenfield Area” (see *Figure 4.0 – Region of Peel Official Plan – Schedule E-3*).

According to Table 3 of ROP 2051, Caledon is forecast to grow to 300,000 persons, 90,000 households and 125,000 jobs by 2051. With respect to growth management, the ROP directs 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).

A theme of the ROP policy is sustainability, which is read through cultural, economic, and environmental lenses to meet the needs of present populations while safeguarding the needs of future populations. The ROP outlines the following policy goals: *to create healthy, resilient, equitable, and sustainable regional communities; to recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages; to ensure the Region is resilient and adapted to a changing climate; to recognize the importance of a vital, competitive and diverse economy; and to support growth and development which takes place in a sustainable manner*. The Proposed Development and associated ZBA and DPS applications will conform to these policies. The EIS prepared by GEI (May 2026) has defined and mapped the NHS areas to ensure conservation and to direct development away from these lands.

Natural Environment

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

Sections 2.3 and 2.4 of the ROP outline policy and objectives regarding the natural environment and climate system. The ROP aims to protect, *maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies (Policy 2.3.3)*.

The proposed ZBA and DPS applications encourage well-planned employment lands that promote alternatives to automobile travel, a reduction of emissions, and a protection or enhancement of natural heritage features. The proposed ZBA and DPS applications delegates the natural heritage system as identified in the EIS (May 2026) for the Subject Lands. Based on the findings of the EIS (May 2026) report, the proposed amendment conforms with the natural heritage system policies of ROP 2051. The Study informs the Proposed Development, including the delineation of the natural heritage system and linkages, and provides recommendations for mitigating the impact of development and site alteration.

Section 2.6.20 of the ROP provides policy on stormwater management, with the objective to support practice that *protects, improves, or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation* (Section 2.6.20.1). The Region directs the Town of Caledon to integrate stormwater management planning requirements throughout the planning approvals process (Section 2.6.20.7) and requires proposals for large-scale development to be supported by a stormwater management plan (Section 2.6.20.13). As indicated in Section 6.0 of this report a Functional Servicing and Stormwater Management Report was completed by Urbantech (June 2026). This report outlines the Stormwater Management design for the Proposed Development.

Section 2.14 of the ROP outlines policy regarding the Greenlands System in the Region of Peel, of which the long-term ecological function is intended to be protected, restored, or enhanced. (Section 2.14.1). Areas of the Greenlands system are identified on the Subject Lands (see *Figure 5.0 - Region of Peel Official Plan – Schedule C-2 – Core Areas of Greenlands System in Peel*). Core Areas may consist of natural heritage features and areas including wetlands, woodlands, Environmentally Sensitive or Significant Areas, valley and stream corridors, and/or fish and wildlife habitat (Section 2.14.12).

It is understood these boundaries are intended to be general in nature and may be refined at a more local level, including through local municipal official plans, and site-specific studies. In support of the proposed ZBA and DPS applications, an EIS (May 2026) was completed which defines the NHS boundaries. Details of the EIS are provided in Section 6.0 of this report. The boundaries, as illustrated in the proposed ZBA amendment, are intended to maintain, restore, or provide new linkages between NHS features in conformity with the objectives of the ROP.

In accordance with Section 2.14.15 of the ROP, development will be generally prohibited within the Natural Environment System Area of the Secondary Plan, which includes Core Areas of the Greenlands System. Limited uses and activities are proposed, including fish and wildlife conservation and management, passive recreational facilities, and essential stormwater infrastructure. As shown on the draft ZBA located in *Appendix 2.0* of this report, the NHS lands will be zoned EPA to prevent development and ensure they remain in a natural state and/or restored and enhanced in accordance with the recommendations of the EIS.

Regional Structure

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).

The intent of the Urban System is to establish a complete, healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services, infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). From an employment perspective, the Urban System is also intended to preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, and to provide for and facilitate a wide range of good and services (Section 5.6.8 and 5.6.9).

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).

The proposed ZBA and DPS applications conform to the objectives of the Urban System as it proposes to establish a policy framework to implement and facilitate employment development. Consideration was

made through the Site Plan design to ensure development is adequately separated and buffered from existing uses and NHS areas.

Section 5.3 of the ROP outlines policy regarding growth management, with the objective to manage growth based on growth forecasts, including employment density targets and greenfield density targets. More specifically, Section 5.4.10, directs municipalities to incorporate policies to develop complete communities that are well designed, offer transportation choice, and specific to employment development, accommodate a good range of jobs.

When planning for new communities and urban lands, Section 5.4.17 direct that “*planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:*

- a) *demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;*
- b) *demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and*
- c) *address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.”*

The Subject Lands are no longer within a provincially recognized prime agricultural area following the provincial approval of the Region of Peel Official Plan. The long-term use of these lands is for urban-related uses. The Subject Lands have been removed from the Town of Caledon’s Prime Agricultural Area designation following the provincial approval of the Future Caledon Official Plan (October 2025). The AIA prepared for the Secondary Plan concluded that the proposed uses for the Subject Lands are appropriate.

An EIS (May 2026) was prepared in support of the proposed ZBA and DPS applications, which provides an environmental analysis of the natural heritage system. Significant areas have been identified for protection, and recommendations are provided to minimize and/or mitigate any negative impact from development.

The Subject Lands are not within the jurisdiction of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, or the Oak Ridges Moraine Conservation Plan.

The Region of Peel Official Plan addresses housing related policies, providing a framework to achieve an accessible housing supply with a wide range of housing types, sizes and densities to meet the needs of current and future residents within the Region of Peel. The objectives of Section 5.9 of the Official Plan, which are relevant to the Proposed Development are to promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

The Proposed Development implements the Region’s housing objectives as it introduces compact residential built forms. The proposal contributes to the local housing stock to meet the needs of future residents in the Region of Peel.

7.4 Future Caledon Official Plan (2024)

The Future Caledon Official Plan (“Future Caledon OP”) was adopted by Town Council on March 26, 2024, and is intended to replace the Town’s 1978 Official Plan, as amended. On October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve Future Caledon with modifications. These policies represent the planning intent of the Town of Caledon, especially as they relate to future growth and housing. The council adopted Mayfield Tullamore Secondary Plan constitutes an Amendment to the Future Caledon Official Plan. The proposed ZBA and DPS applications have been prepared in accordance with the Future Caledon Official Plan and the Mayfield Tullamore Secondary Plan.

The Future Caledon Official Plan establishes a land use pattern and growth targets of 90,000 new household units, 300,000 people, and 125,000 jobs by 2051.

As shown in *Figure 6.0: Schedule B1: Town Structure*, the Subject Lands are designated as part of the Urban Area. The Subject Lands are designated as part of the New Urban Area 2051 as shown on *Figure 7.0: Schedule B2: Growth Management*. These areas include land within the settlement area, earmarked for accommodating anticipated growth within the 2051 horizon year of the Official Plan. Within the Future Caledon Official Plan, the Subject Lands are designated New Community Area, and partially designated Natural Features and Areas see *Figure 8.0: Future Caledon Official Plan – Schedule B4 – Land Use Designations*.

Growth Management

As indicated in the Future Caledon Official Plan, the Town’s population and employment are expected to significantly increase by 2051. This growth is predominantly planned to be accommodated within the Urban Area. Relevant policy includes:

4.1.4 Population and employment growth will be:

a) Focused in:

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

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

Section 4.3.1 directs that Growth Areas, will be designed to meet or exceed a density of 50 residents and jobs combined per gross hectare.

The proposed ZBA and DPS applications conform with and implements the intent of the Future Caledon Official Plan, and the Mayfield Tullamore Secondary Plan by establishing appropriate residential land uses that will facilitate the Town of Caledon at meeting the above density targets.

Section 4.4.1 of the Future Caledon OP directs that the Town will collaborate with the Region and establish a Growth Management and Phasing Plan (“GMPP”) for the Urban System, which will identify a logical

extension and sequencing of growth in the Town's Designated Greenfield Area. On November 19, 2024, Town Staff presented a "Growth Management and Phasing Plan" to Planning and Development Committee. The development of the GMPP commenced in Fall 2022, with the retention of a multi-disciplinary consulting team: Watson and Associates for project management, growth forecasts, and financial impact; GEI (formerly GM Blue Plan) water and wastewater servicing; and HDR (transportation). The purpose of the Growth Management and Phasing Plan is to provide clear guidance on where, when, and how to grow in the 2051 New Urban Area, critical to advancing strategic, coordinated and financially responsible growth to implement the Future Caledon Official Plan.

Section 4.4.6 directs the GMPP to identify development priority areas for the 2021 to 2036 period. The GMPP identifies the Subject Lands as a "Phase 2 (2036-2051)", which allows for the expansion of existing communities within Caledon, supporting the south-to-north development of servicing infrastructure.

The Proposed Development conforms with and implements the Town's Growth Management and Phasing policies.

General Policies

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

- 5.2.1 *To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:*
- a) *support the creation of compact, transit-supportive, and complete communities;*
 - b) *plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;*
 - c) *plan to meet or exceed the minimum intensification and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,*
 - d) *plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.*

The Proposed Draft Plan provides for a mix of residential densities close to planned non-residential land uses. The Draft Plan will meet and exceed the Designated Greenfield Area density targets set by the Province, Region, and Town. The proposed transportation network discussed within the supporting Traffic Impact Study prepared by Crozier (June 2026) describes that the proposed road layout intends to reduce the reliance on vehicles, utilize a complete streets approach for safety in all modes, and provide greater accessibility to future residents.

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

- 5.3.1 *To enhance the adaptive capacity of infrastructure, the Town will:*
- a) *apply the Town's Risk and Vulnerability Assessment to inform decision making;*
 - b) *ensure that subwatershed planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;*
 - c) *undertake stormwater management planning that, among other things, assesses the impacts of extreme weather events and provides direction for green infrastructure and low impact development;*

- d) *promote development patterns that conserve, integrate and enhance natural heritage system and water resource system features, areas, and functions;*
- e) *align with the climate adaptation requirements of Infrastructure Canada's Investing in the Canada Infrastructure Program, as amended; and,*
- f) *integrate green infrastructure and low impact development such as green roofs, and permeable surfaces into the design of infrastructure, where possible.*

In support of the above policy, an EIS was completed by GEI (May 2026) and a FSR and SWM was completed by Urbantech (June 2026). The EIS delineates the Natural Environment System Area, which is protected through the proposed draft ZBA. The stormwater management strategy and the Natural Environment System Area designation together are intended to protect and enhance the Natural Heritage System. Green infrastructure and Low Impact Development measures will be considered and implemented where possible through development. Climate adaptation measures are considered in the Study, including potential impact on flood hazards, erosion, stormwater management, storm sewers, irrigation, roadways, site water balance, and environmental features.

All lands within the Natural Environment Area designation are intended to be zoned to prevent development and ensure the lands remain primarily in a natural state and/or be restored and enhanced, in accordance with the recommendations of the EIS.

5.3.3 To reduce the urban heat island effect, the Town will:

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

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

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

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

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

All new development within the proposed draft plan of subdivision will be required to implement the metrics outlined in the Town's Green Development Standards within the limits outlined in Bill 17. A Green Development Standards assessment has been completed and forms part of the submission package.

Section 6.4.3 indicates that an archaeological assessment may also be required in support of development applications. A Stage 1-2 Archaeological Assessment was completed for the Subject Lands by ASI (December 2023). The Stage 2 field assessment resulted in the identification of two Indigenous sites (AkGw-562 and AkGw-563) and one isolated Indigenous findspot (P3). Given the ephemeral nature and low artifact density of findspot P3 and sites AkGw-562 and AkGw-563, these components do not meet the criteria for Stage 3 Archaeological Assessment and are considered free of any further archaeological

concern. As such, it is recommended that no further archaeological assessment of the Subject Lands be required.

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

7.2.3 All development in the Urban System will:

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

Community Design Guidelines were prepared in support of the Mayfield Tullamore Secondary Plan by NAK (August 2024). The proposed draft plan of subdivision implements the design features as proposed in these guidelines. The Landscape Plan and Park Facility Fit Plans (April 2026) prepared in support of these applications further show how high quality public realm will be implemented.

7.2.4 New communities will:

- a) be designed as complete communities through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes;*
- b) demonstrate development of an integrated, connected and pedestrian focused public realm, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;*
- c) align new streets in a grid pattern wherever possible to create pedestrian scaled development blocks to ensure connectivity and better provide for active transportation;*
- d) be designed with community amenities such as institutional and community facilities, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.*

The proposed draft plan of subdivision illustrates a grid framework that is responsive to the existing and planned transportation network of the surrounding area, as well as Regional and Town roadways. It generally follows the conceptual network illustrated in Schedule C1 - Town Wide Transportation Network and C4-2051 Town Wide Transit Network of the Future Caledon Official see *Figure 8 & 9*. This road network has been designed and analyzed through the supporting Transportation Study, prepared by Crozier (June 2026). The development proposal will provide sufficient land to accommodate streetscape elements, including street trees, seating, and electric vehicle charging infrastructure.

7.6.8 To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:

- a) provide diversity of land uses in the neighbourhood;*
- b) meet daily needs of residents and workers;*
- c) create space for healthy, diverse, and engaging neighbourhoods to thrive;*
- d) signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;*
- e) activate public streets and open spaces through coordination of adjacent land uses and design of built form;*
- f) respect and enhance the public realm through building setbacks and boulevard design;*

- g) *include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;*
- h) *apply urban design best practices and a human-scale to commercial and industrial development; and,*
- i) *integrate safety and crime prevention principles.*

A guiding principle of the Community Design Guidelines, prepared by NAK (July 2024), is the creation of pedestrian friendly streetscapes and placemaking. The Plan provides design direction for the development of the Subject Land. A Pedestrian Circulation Plan has been prepared by GSAI (April 2026) and forms part of the submission package. This Pedestrian Circulation Plan is also analyzed as part of the Traffic Impact Study prepared by Crozier (June 2026).

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

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

The built form in the proposed Draft Plan will consist of low-rise buildings. Low-rise residential buildings in the proposed draft plan of subdivision comprise single detached and, townhouse (street, rear lane, and back-to-back). These build forms are not expected to exceed four storeys in height.

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

9.2.6 To support the diversification of the housing stock, the Town will work with the Region to:

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

The Proposed Development meets the above policy requirements. The proposed unit mix and types will provide more than the required family units of 2 and 3 bedrooms and accommodate a variety of household needs in one neighbourhood. A diverse range of housing, across unit types, and sizes, will increase the supply of missing middle housing options. The 1526 proposed residential units will assist the Town at meeting its 90,000 residential unit goal by 2051. Currently 66% of the proposed dwelling units are a build form other than detached and semi-detached. Over 50% of the dwelling units will be two-bedroom and three-bedroom units suitable for families. The proposed draft plan of subdivision provides a mix of unit and lot sizes to accommodate different households and affordability ranges.

Section 10.3 outlines the policies for the location of schools in the Town of Caledon.

10.3.1 Schools should be co-located with parks and community facilities where possible and appropriate.

10.3.2 Through the secondary planning process, in consultation with the school boards, the Town will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.

Through the Secondary Planning process the location, size, and number of schools was determined across the entire Secondary Plan area. A public elementary school was allocated to the Subject Lands through the Secondary Plan. The proposed elementary school block is 2.83 hectares (7.00 acres) and is located adjacent to the park.

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

- 11.2.1 The Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan, to inform decision-making and the planning and scheduling of transportation system improvements as well as necessary amendments to this Plan.*
- 11.2.4 The Town will prioritize transit and active transportation in all transportation system updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and active transportation use*
- 11.2.5 The Town will plan and develop a well-connected active transportation network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the transportation systems of neighbouring municipalities.*
- 11.2.6 The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit infrastructure in accordance with the policies of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.*

The transportation network within the proposed draft plan of subdivision, has been planned in alignment with the Town's road network illustrated on Schedule C1 - Town Wide Transportation Network see *Figure 9.0* and is discussed in the Traffic Impact Study prepared by Crozier (June 2026) in support of the draft plan of subdivision. The network is intended to implement the Town's complete streets design principles and support active and public transportation.

As discussed in the TIS (June 2026) Bramalea Road and Old School Road are Town Arterials (*see Figure 9.0 Schedule C1 Town-wide Transportation Network*). Section 11.2.1 indicates the Town will undertake transportation studies, including network monitoring and updates to the Multimodal Transportation Master Plan. The Town of Caledon has initiated an addendum to the Multi-Modal Transportation Mater Plan (MMTMP) approved in June 2024. While the MMTMP identified a conceptual collector road network, the Addendum was to identify a preferred collector road network and alignment. A Public Open House was held on September 30, 2025 to present the proposed alignments to public and gather feedback. At this time the preferred alignment is south of the Subject Lands. This east west collector road is discussed further in the TIS (June 2026) prepared by Crozier.

Section 11.4 indicates the Town will promote active transportation.

- 11.4.1 The Town will promote active transportation, in collaboration with relevant jurisdictions and agencies, in accordance with the following provisions:*

- a) *Develop an active transportation system that prioritizes comfortable and accessible pedestrian and cycling facilities that meet the needs of a diverse range of users, including children, youth, seniors, and people of all abilities.*
- b) *Identify opportunities to establish, enhance and promote a comprehensive and accessible Town-wide trail network both off-road and on-road and incorporate into natural features, open spaces and parkland. Neighbourhood trail networks should strive to create recreational loops wherever possible.*
- c) *Support walking and cycling as viable mobility options for commuting, recreation, and other travel.*

As discussed in the TIS (June 2026), active transportation facilities, including sidewalks, multi-use paths and pedestrian crossings, are proposed throughout the draft plan of subdivision, as outlined in the Pedestrian Circulation Plan prepared by GSAI (April 2026). Sidewalks are proposed on both sides of local roads to encourage pedestrian movement. Public parks have been centrally located. Opportunities for walkways and trails can be explored to provide pedestrian and cycling opportunities throughout the NHS.

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

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

A FSR has been prepared in support of the applications by Urbantech (June 2026) confirming that servicing will be available. The Subject Lands can be serviced by extensions of existing or planned municipal infrastructure, and will supply demand under all operating scenarios. Climate change adaptation and Low Impact Development measures are considered in the Study. The SWM Report also includes a stormwater management strategy. The proposed draft plan of subdivision currently accommodates one stormwater management pond, consistent with the secondary plan.

Section 13.2.1 of Future Caledon directs that the Town's Natural Environmental System is made up of the following components:

- a) Core Areas of the Greenlands System as identified and protected in the Region of Peel Official Plan, and which are designated Natural Features and Areas by this Plan;*
- b) 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, and which are designated Supporting Features and Areas by this Plan;*
- c) the Greenbelt Plan Natural Heritage System;*
- d) the Greenbelt Plan Urban River Valleys;*
- e) the Natural Heritage System for the Growth Plan;*

- f) *the Natural Core Area and Natural Linkage Area designations within the Oak Ridges Moraine Conservation Plan;*
- g) *the Escarpment Natural Area and Escarpment Protection Area designations within the Niagara Escarpment Plan;*
- h) *Provincially significant Earth Science Areas of Natural and Scientific Interest*
- i) *regionally significant Earth Science Areas of Natural and Scientific Interest; and,*
- j) *The water resource system which includes permanent and intermittent streams, wetlands, seepage areas and springs, kettle lakes, highly vulnerable aquifers and significant groundwater recharge areas and Areas of High and Low Aquifer Vulnerability within the Oak Ridges Moraine Conservation Plan Area.*

Section 13.3.3 of Future Caledon directs that development and site alteration within the Town's Natural Feature and Areas designation is not permitted, except for:

- 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 by-law 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 subsections g) and h) above.*

The EIS prepared by GEI (May 2026) ensures the proposed ZBA and DPS applications conform with Section 13.2.1 and Section 13.3.3 of the Future Caledon Official Plan. The EIS identifies an appropriate NHS and water resource management approach that will protect, restore, and enhance the natural and water-based environments on the Subject Lands. The EIS identifies core natural features, supporting features, linkages, and areas for potential enhancement, establishing a natural heritage system.

Section 14 describes the objectives for parks and open space within Caledon.

The planning objectives for parks and open space are as follows:

- a) *plan, develop and maintain a well-connected, cohesive and publicly accessible system of parks, open spaces, trails and community facilities that provide a range of multi-seasonal recreational, leisure and social opportunities for people of all ages, abilities and interests;*
- b) *contribute to the sense of place and identity of the Town by celebrating its unique geographies and landscapes, while also contributing to the economic and tourism policies of this Plan;*

The Mayfield Tullamore Secondary Plan provided an overall parkland requirement. Within the Secondary Plan a park was allocated to the Subject Lands which has been reflected in the draft plan of subdivision. This park has been centrally located, and the road and walkway network has been designed to ensure this park is assessable by pedestrians and cyclists. NAK has prepared a conceptual Landscape Plan and Facilities

Fit Plans (April 2026) showing the conceptual design of the park along with the pedestrian paths and connections.

The Subject Lands are within the New Community Area as shown on Schedule F1 – Urban System. Section 22.2 outlines the general policies for the New Community Area. The New Community Area designation will be applied pending the preparation and adoption of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. The New Community Areas designation identifies lands to be developed as future residential/mixed-use communities. Following Council adoption of the Mayfield Tullamore Secondary Plan in April 2026, site specific ZBA and DPS application can proceed.

The intersection of Bramalea Road and Old School Road, the northwest corner of the Subject Lands is designated as a Neighbourhood Centre within the Mayfield Tullamore Secondary Plan. Section 22.4 outlines the objectives and permitted uses for Neighbourhood Centres.

- a) facilitate mid-rise forms of development allowing for more affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;*
- b) provide a broad range of neighbourhood-oriented uses, within mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;*
- c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character and identity;*
- d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;*
- e) build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;*
- f) provide a range of retail and service experiences that serve local needs and draw customers from wider catchment, with particular focus on creating spaces for independent small businesses;*
- g) create a comprehensive, separate, attractive and well-designed network for walking and cycling that allows people to easily get around within the Neighbourhood Centre; and,*
- h) locate densities and uses in a manner that maximizes opportunities for walking, cycling, and transit ridership, while reducing dependency on the car.*

Permitted Uses

- a) A broad range of residential, retail, mixed-use, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted.*
- b) Single-purpose commercial buildings will not be permitted.*

The Neighbourhood Centre is situated at the northwest corner of the Subject Lands. This area will provide a range of uses including a range of retail, commercial, and residential. The detailed design of this Neighbourhood Centre will be determined through a future site plan application.

The lands adjacent to Bramalea Road are designated as an Urban Corridor. Section 22.5 outlines the permitted uses and policies for the Urban Corridor Designation.

Permitted Uses

A broad range of retail, service, office, cultural, institutional, educational, hospitality,

entertainment, recreational and other related uses may be permitted. Medium and high-density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor.

Development Policies

The planned built form characteristics for this designation encourage the development of a wide variety of building forms, generally mid-rise in height, but with higher buildings depending on location. All buildings are intended to have a strong street presence. On this basis, below are the design and built form criteria that will be applied in the Urban Corridors:

- a) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.*
- b) The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.*
- c) Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods.*
- d) The development of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.*
- e) Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas.*
- f) A strong landscaped street edge treatment should be provided.*
- g) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.*
- h) Given the potentially large-scale buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.*
- i) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.*
- j) High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.*
- k) Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors.*
- l) Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways and other elements that enhance the pedestrian environment.*

As shown on the draft plan of subdivision rear lane townhouses are proposed along Bramalea Road. Rear lane townhouses have their primary access located in the front and vehicle parking located in the rear. This configuration ensures that Bramalea Road has active frontage and promotes active transportation. This configuration also limits driveway access on Bramalea Road and directs traffic to less busy internal collector roads.

The majority of the Subject Lands are designed Neighborhood Area. Section 22.7 outlines the objectives and policies for Neighbourhood Areas. Neighbourhood Areas will provide new housing opportunities to meet the Town's housing needs and provide for a range of housing types, tenure and affordability.

Development Policies

- a) *Streets within Neighbourhood Areas will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns.*
- b) *Elementary schools and other institutional uses will be encouraged to be colocated with parks, trails and other community uses in the development of integrated community hubs.*
- c) *Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features.*
- d) *The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes and landscaping.*
- e) *Buildings in low-rise areas will generally not exceed three storeys in height. However, buildings as high as six storeys may be permitted on mixed-use sites.*
- f) *Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling and transit experience within neighbourhoods, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.*

The Neighbourhood Area of the Draft Plan of Subdivision complies with the above noted policies. The internal road network as discussed in the TIS (June 2026) has been appropriately designed to ensure safe and efficient pedestrian and vehicle movement and to encourage active transportation. The Elementary School and Park Block have been centrally located adjacent to each other. Detached and townhouse dwellings will be the primary build form.

The approved Mayfield Tullamore Secondary Plan, and the comprehensive technical studies prepared in support of the proposed ZBA and DPS applications, establishes the readiness of the Proposed Development. Key infrastructure, environmental, and community planning considerations have been thoroughly addressed.

7.6 Mayfield Tullamore Secondary Plan

The Subject Lands are within the Mayfield Tullamore Secondary Plan. The Official Plan Amendment (OPA) that outlines the policies for the Secondary Plan area was adopted by the Town of Caledon Council on April 28, 2026. The Proposed Development seeks to implement the Secondary Plan Policies.

The Subject Lands are designated Neighbourhood Area, Urban Corridor, and Neighbourhood Centre, and have an Elementary School and Park see *Figure 11: Mayfield Tullamore Secondary Plan - Land Use Plan – Schedule A*.

The proposed ZBA and DPS applications have been prepared in accordance with Housing policies of the Mayfield Tullamore Secondary Plan.

Housing

35.2.3.1 *The Mayfield Tullamore SP shall provide for a housing mix to meet the life-cycle needs of the population in the Secondary Plan in accordance with Section 35.2.3.3. Overall, the*

Secondary Plan shall provide for a range and mix of housing by density, type, unit size, and tenure.

- 35.2.3.3 *To contribute to the delivery of attainable/affordable and rental housing, additional dwelling units are encouraged in single-detached, semi-detached, and townhouse units. A minimum of 20% of single detached, semi-detached, and townhouse units shall provide the ability to accommodate an additional dwelling unit*

The proposed draft plan of subdivision provides a range of detached dwellings with varying lot and unit sizes along with various townhouse dwellings including street, back-to-back, and rear land townhouses. These dwelling types vary in size and density to appeal to a range of future residents of varying ages, family types, and incomes. As outlined in the draft zoning by-law amendment included as *Appendix 2.0* additional dwelling units are permitted in detached and townhouse dwellings.

Urban Design

- 35.3.3.3 *Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads is not permitted.*
- 35.3.3.4 *Residential development adjacent to arterial roads should be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Where appropriate, development applications should propose dual frontage, rear-lane housing, flankage lots, service roads, berms and landscaping adjacent to these roads.*

As shown on the Draft Plan of Subdivision included as *Appendix 1.0* rear lane townhouses are proposed on arterial roads to ensure driveways and parking is located at the area away from the arterial road. These rear lane townhouses also limit the need for acoustical fencing as further discussed in the Acoustic Report prepared by Valcoustics (June 2026) in support of these applications. Limited mitigation in the form of air conditioning, improved window and wall construction, along with acoustic barriers to reduce noise in some rear yard amenity areas is recommended.

Schools

- 35.3.4.1.3 *School sites are encouraged to be developed in conjunction with parks in a campus setting to facilitate joint use, shared parking, and achieve economies of scale.*

The Elementary School has been centrally located in the draft plan of subdivision adjacent to the park to encourage joint use. The surrounding street network was designed to promote traffic and pedestrian safety throughout the draft plan of subdivision and adjacent to the school and park which is analyzed in the TIS prepared by Crozier (June 2026). The Pedestrian Circulation Plan prepared by GSAI (April 2026) further shows how pedestrians will move safely.

Municipal Water and Wastewater Services

- 35.3.9.1.1 *All new developments in the Secondary Plan shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in accordance with the Master Environmental Servicing Plan and in consultation with, and to the satisfaction of, Peel Region.*

The FSR prepared by Urbantech (June 2026) indicates that municipal servicing will be available to the Subject Lands. The FSR outlines how growth management and phasing policies will be respected and the anticipated timing for servicing.

Stormwater Management Facilities

35.3.9.2.1 Stormwater management facilities in the Secondary Plan shall be developed in accordance with the Mayfield Tullamore Environmental Impact Study, Master Environmental Servicing Plan, Region of Peel Stormwater Design Criteria, and in consultation with the appropriate Conservation Authority and other government agencies, as applicable.

There is a stormwater management pond proposed adjacent to Bramalea Road. The SWM Report prepared by Urbantech (June 2026) discusses how this pond has been designed in accordance with Regional, Town, and Conservation Authority policies.

Neighbourhood Area

The majority of the Subject Lands are designated Neighbourhood Area. The Neighbourhood Areas are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than older established neighbourhoods in the Town. In addition to housing, Neighbourhood Areas will be planned to accommodate the schools, parks, community centres, and other institutional uses needed to support the development of complete communities.

35.4.2.1.1 The planning objectives for the Neighbourhood Area designation are as follows:

- a) provide for new housing opportunities to meet the Town's projected housing needs;*
- b) provide for a range of housing types, tenures and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;*
- c) ensure new residential areas permit a mix of complementary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses, and parks and open space areas to support the creation of complete and walkable communities; and,*
- d) guide the development of neighbourhoods based on their context, location, age, maturity, and the need to offer transportation options, aging in place opportunities, and greater affordability.*

35.4.2.1.3 Development Policies

- a) The maximum permitted height within Neighbourhood Areas will be four storeys; however, up to eight storeys may be allowed at intersections of collector or arterial roads, subject to a Compatibility Analysis.*
- b) Notwithstanding the height limitations, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where appropriate.*
- c) Streets within Neighbourhood Areas will be generally designed based on a modified grid pattern. Deviations and permission for crescent and cul-de-sacs will be considered in relation to topographical features, natural open spaces, built heritage, and existing development patterns.*
- d) Elementary schools and other institutional uses will be encouraged to be co-located with parks, trails, and other community uses in the development of integrated community hubs.*

- e) *Pedestrian and multi-use trails provide access to and through parks and, where appropriate, the Natural Environment System. Trails and connections to them will be planned to encourage active transportation as a viable option for recreation and commuting.*
- f) *Walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features. Access to trails will also be integrated into development proposals to provide connections to the proposed off-road trail system and access to natural heritage features.*
- g) *The local road system will be designed to enhance the pedestrian environment by increasing the visual interest of streets and pedestrian comfort through the provision of sidewalks, walkways, frequent intersections, attractive streetscapes, and landscaping.*
- h) *Neighbourhood Areas will be designed with a high priority placed on the pedestrian, cycling, and transit experience within neighbourhoods, utilizing site layout, building location, and building design to reinforce convenience, comfort, and safety.*
- i) *On sites adjacent to arterial roads, transit-oriented forms of development in close proximity to transit stops and transit supportive public space design will be of high priority for development.*
- j) *The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon.*
- k) *Block lengths should generally range between 200 and 250 metres and in special circumstances, where block lengths exceed 250 metres, a through-block pedestrian walkway should be provided.*
- l) *Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads to provide a street oriented built-form presence with a continuous rhythm of building frontages and front yard landscaping while eliminating the need for front yard driveways.*

The Neighbourhood Area of the draft plan of subdivision complies with the above noted policies. The internal road network as discussed in the TIS (June 2026) has been appropriately designed to ensure safe and efficient pedestrian and vehicle movement and to encourage active transportation. The Elementary School and Park Block have been centrally located adjacent to each other. Detached and Townhouse Dwellings will be the primary build form and currently proposed not to exceed four storeys. Rear Lane Townhouses are proposed along arterial and collector roads to direct traffic and parking to lower traffic internal roads and to encourage a street oriented built form.

Urban Corridor

Lands adjacent to Bramalea Road are designated as Urban Corridors and are intended to connect neighbourhoods. Urban Corridors are intended to play a significant role in enabling compact, land-efficient development, providing more affordable housing, and supporting transit. These corridors are anticipated to be approximately 80-100 metres in depth from the arterial road.

35.4.3.1 *The planning objectives for the Urban Corridor designation are as follows:*

- a) *facilitate more mid-rise forms of development that can allow for more attainable and affordable housing, support commercial uses, and create opportunities for residents to age in place;*

- b) provide a broad range of neighbourhood-oriented uses, within single-use buildings or mixed-use buildings, providing the community access to daily needs within a convenient walking or cycling trip;*
- c) establish a quality-built form that will provide for attractive neighbourhood streetscapes that contribute to neighbourhood vibrancy, character, and identity;*
- d) create appropriate transitions and connections to neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership; and,*
- e) create street environments that prioritize pedestrians, cyclists, and transit users.*

35.4.3.3 *Development Policies*

- a) Single and semi-detached dwellings may be permitted; however, they cannot front an arterial or collector road;*
- b) The maximum permitted height is 12 storeys. Notwithstanding this restriction, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.*
- c) Greater setbacks and step-backs for buildings will be required adjacent to lands designated Neighbourhood Area to achieve transition and compatibility from taller buildings to low-density buildings*
- d) Buildings with active frontages (e.g., entrances and openings) should be located on or close to the street line and massed at intersections to establish a strong street edge.*
- e) The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.*
- f) All development is encouraged to provide parking within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor,*
- g) To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.*
- h) Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.*
- i) Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors in close proximity to transit stops.*
- j) Mixed-use and non-residential buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways, and other elements that enhance the pedestrian environment.*

As shown on the draft plan of subdivision rear lane townhouses are proposed along Bramalea Road. Rear lane townhouses have their primary access located in the front and vehicle parking located in the rear. This configuration ensures that Bramalea Road has an active frontage and promotes active transportation. This configuration also limits driveway access on Bramalea Road and directs traffic to less busy internal collector roads. Limiting driveways and screening parking from Bramalea creates a more urban frontage and encourages future residents to walk along Bramalea Road north to the Neighbourhood Centre and future commercial uses at the corner of Bramalea Road and Old School Road.

Neighbourhood Centre

The lands at the corner of Bramalea Road and Old School Road are designated as a Neighbourhood Centre. Neighbourhood Centres are to be planned as vibrant focal points for the surrounding neighbourhood,

offering a range of goods and services to the neighbourhood for residents and workers' daily needs within easy walking or cycling distance.

35.4.4.1 The planning objectives for the Neighbourhood Centre designation are as follows:

- a) Provide a range of medium and higher-density housing options, including attainable and affordable housing, to support commercial uses and create opportunities for neighbourhood residents to age in place;*
- b) provide a broad range of neighbourhood-oriented uses, within single or mixed-use buildings, allowing the community to access daily needs within a convenient walking or cycling trip;*
- c) establish a quality built form that will provide a focal point for neighbourhoods and contribute to their vibrancy, character, and identity;*
- d) create neighbourhood-scale transportation hubs that can integrate multiple modes of transportation and support transit ridership;*
- e) build a strong identity for each Neighbourhood Centre through placemaking features, including interesting architecture, public art, greenery, and heritage representation that creates a sense of belonging;*
- f) provide a range of commercial and service experiences that serve local needs and draw customers from the wider market catchment, with particular focus on creating spaces for independent small businesses;*
- g) create a comprehensive, separate, attractive and well designed network for walking and cycling that allows people to easily get around within the Neighbourhood Centre; and,*

35.4.4.3 Development Policies

- a) The minimum permitted height for residential uses is three storeys.*
- b) The maximum permitted height is 20 storeys. Notwithstanding this restriction, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.*
- c) Greater setbacks and step-backs for buildings will be required to achieve a transition to lands designated Neighbourhood Area.*
- d) The minimum amount of non-residential gross floor area to be provided in each Neighbourhood Centre is:
 - a. Old School Road/Bramalea Road: 8,000m²**
- f) Surface parking lots for mixed-use buildings will be limited in area, with the required parking encouraged to be provided in underground or above-ground structures.*
- g) Neighbourhood Centres will be designed with a high priority placed on the pedestrian, cycling, and transit experience, utilizing site layout, building location, and building design to reinforce convenience, comfort, and safety.*
- h) Transit-oriented forms of development and transit-supportive public space design near transit stops will be of a high priority for development within Neighbourhood Centres.*

The Neighbourhood Centre is situated at the northwest corner of the Subject Lands. This area will provide a range of retail, commercial, and residential uses. The detailed design of this Neighbourhood Centre will be determined through a future site plan application and will comply with the above policies.

Natural Features and Areas

Natural Features and Areas located on the Subject Lands. These areas are proposed to be zoned appropriately to provide a functional, connected natural heritage system that protects and enhances key

natural heritage features and areas within and adjacent to the Subject Lands, reflecting the design principle of achieving net ecological gain.

35.4.5.4 Development Policies

- a) *A 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.*
- b) *The Natural Features and Areas designation includes buffers that are an essential component of the overall Natural Features and Areas and are required to protect Key Features and ecological functions by mitigating the impacts of proposed development or site alteration. Buffer widths will be determined through a Master Environmental Servicing Plan, an Environmental Impact Study, and/or equivalent study, provided that these studies are accepted by the Town, in consultation with any other appropriate agencies. The final buffers will:*
 - i. *Consider adjacent land uses, and the sensitivity and significance of the Key Features, watercourses, and their ecological functions. Consideration shall also be given to additional mitigation opportunities, such as fencing.*
 - ii. *In conjunction with other potential mitigative measures, avoid negative impacts on Key Features and their ecological functions; and*
 - iii. *Conform with the relevant goals, objectives, and policies of the Natural Features and Areas in the Secondary Plan, Regional Official Plan, and relevant Provincial legislation, regulations, and policies to the satisfaction of the Town, in consultation with any other appropriate agencies, including the Conservation Authority, where it relates to regulated areas.*
- c) *The Natural Features and Areas designation boundaries shown conceptually on Schedule A will be finalized through the approval of the Final Local Subwatershed Study and/or sitespecific Environmental Impact Studies by the Town and applicable agencies.*
- d) *Natural Features and Areas identified conceptually on Schedule A that have not been fully confirmed in the field through the Local Subwatershed Study shall be subject to further study. Where features have not been verified in the field or are considered candidate features in the Local Subwatershed Study, they will require further study before the approval of a 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.*
- e) *Minor adjustments to the location and configuration of the Natural Features and Areas in the Secondary Plan may be considered to reflect the differences in scale and level of detail available through the preparation of the Local Subwatershed Study and site-specific Environmental Impact Study or for natural heritage feature or area restoration and enhancement work, channel relocation and lowering, and wetland/woodlands restoration and enhancement works. Adjustments to the location and configuration of the Natural Features and Area in the Secondary Plan shall be permitted without requiring an amendment to this Plan, provided that:*
 - i. *The Goal of the Plan is maintained;*
 - ii. *The intent of the overall Natural Feature and Area is maintained; and*
 - iii. *The adjustment shall not adversely impact the ecological or hydrologic functions of the Natural Heritage System.*
- f) *The Natural Features and Area shall not form part of the parkland dedication to the Plan Area.*

- g) *Grading is permitted within the vegetation protection zone, as long as it can be demonstrated that there is no negative impact on environmental features, to the satisfaction of the Town.*
- h) *The natural feature identified on Schedule A reflects a conceptual realigned channel. Prior to draft approval of all affected subdivisions the location and design of this corridor will be refined and confirmed through technical studies, as part of the Tertiary Plan and/or plan of subdivision, to the satisfaction of the Town of Caledon, in consultation with all relevant agencies.*
- i) *With the exception of infrastructure that requires floodplain location for functional or operational purposes, all development within this Secondary Plan shall be located outside of the Regulatory Floodplain. Should updated modelling, completed as part of the Tertiary Plan or in support of draft plans of subdivision (incorporating updates by the Town of Caledon or TRCA), determine that the floodplain is located in areas identified for development, and feasible mitigation measures are not available, those areas shall be removed from development and shall be added to Natural Features and Areas without the need for amendment to this Plan. Should updated floodplain modelling result in lands being removed from the floodplain, thereby removing lands from the Natural Features and Areas designation, minor adjustments in the specific land use designations may be considered through the Tertiary Plan without amendment to this Secondary Plan, provided the intent of the Secondary Plan is maintained.*
- j) *As recommended in the Region of Peel Scoped Subwatershed Study, the MESP shall identify Permeable Landscape Zones (PLZ) on the applicable corridors within this Secondary Plan. The MESP shall also identify uses that are permitted within the PLZ, in accordance with the Region of Peel Scoped Subwatershed Study. All related PLZ recommendations in the MESP shall be implemented through the Tertiary Plan and/or plans of subdivision.*
- k) *Headwater drainage features within this Secondary Plan, including those that are mapped on Schedules D1 and D2a, are subject to Headwater Drainage Feature Assessments. Management recommendations and mitigation strategies will be determined through the Tertiary Plan process, and will ensure proper drainage downstream of the Secondary Plan area to the satisfaction of the Town of Caledon. Where the functions of these features can be maintained, they can be moved or removed, and development will be permitted to occur on these lands in keeping with the underlying land use designations without the need for an amendment to this Plan.*
- l) *Linkage function within the Natural Environment System will be provided from the southerly woodland feature to the south of the plan area, in accordance with the approved MESP, and may be provided through stormwater management facilities, trails, parks, and/or other compatible land uses to the satisfaction of the Town of Caledon.*

An EIS was prepared by GEI (May 2026) to refine the limits of the Natural Heritage System on the Subject Lands. The EIS (May 2026) has analyzed all natural features and proposed the limits of development for the Draft Plan of Subdivision. An appropriate NHS and water resource management approach that will protect, restore, and enhance the natural and water-based environments on the Subject Lands. The EIS identifies core natural features, supporting features, linkages, and areas for potential enhancement, establishing a natural heritage system.

In summary, the proposed ZBA and DPS applications have been drafted in accordance with the Mayfield Tullamore Secondary Plan policies. The proposed land uses comply with the policies for their respective land use designation. Furthermore, the proposed applications comply to the housing, urban design, servicing, and environmental policies of the Secondary Plan.

8.0 Draft Zoning By-Law Amendment

The Subject Lands are currently zoned Agricultural One (A1) and Environmental Protection Area Two (EPA2). The A1 zone permits a range of agricultural and accessory uses. The EPA2 zone permits environmental management, farms, forest management, and non-intensive recreational uses.

The proposed Zoning By-law Amendment application seeks to rezone the Subject Lands to:

- **RMD-AAA** (Mixed Density Residential – Special Exemption)
- **RMD-BBB** (Mixed Density Residential – Special Exemption) *Neighbourhood Centre
- **EPA1 -AAA** (Environmental Policy Area One – Special Exemption)
- **I-AAA** (Institutional – Special Exemption)
- **OS** (Open Space)

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

The proposed permitted uses in the RMD-AAA zone are illustrated in Table 1.0 below.

Table 1.0 Proposed Permitted Uses

✓ – Indicates use permitted in parent zone

✓✓ – Indicates additional use in proposed exception zone

Use	RMD-AAA
Additional Residential Unit	✓
Adult Day Centre	✓✓
Amusement Arcade	✓✓
Animal Hospital	✓✓
Apartment, Accessory	✓✓
Art Gallery	✓✓
Artist Studio and Gallery	✓✓
Automotive Store	✓✓
Bakery	✓✓
Bed and Breakfast Establishments	✓
Building, Apartment	✓✓
Building, Apartment, Senior Citizens	✓✓
Building, Mixed Use	✓✓
Business Office	✓✓
Clinic	✓✓
Conference Centre	✓✓
Convenience Store	✓✓
Cultural Centre	✓✓
Day Care, Private Home	✓
Day Nursery, Dwelling Unit	✓✓
Day Nursery	✓✓
Department Store	✓✓
Dry Cleaning or Laundry Outlet	✓✓

Dwelling, Back-to-Back Townhouse	✓✓
Dwelling, Detached	✓
Dwelling, Detached, Rear-Lane	✓✓
Dwelling, Multiplex ³	✓
Dwelling, Semi Detached	✓
Dwelling, Semi Detached, Rear-Lane	✓
Dwelling, Stacked Townhouse	✓✓
Dwelling, Townhouse	✓
Dwelling, Townhouse, Back-to-Back	✓✓
Dwelling, Townhouse, Rear-Lane	✓✓
Dwelling, Townhouse, Street	✓
Environmental Management	✓✓
Farmers Market	✓✓
Financial Institution	✓✓
Fitness Centre	✓✓
Forest Management	✓✓
Funeral Home	✓✓
Furniture Showroom	✓✓
Grocery Store	✓✓
Home Improvement Centre	✓✓
Home Occupation	✓✓
Hotel	✓✓
Laboratory, Medical	✓✓
Laundromat	✓✓
Live-Work Unit	✓✓
Long-Term Care Facility	✓✓
Medical Centre	✓✓
Merchandise Service Shop	✓✓
Museum	✓✓
Outdoor Seasonal Garden Centre,	✓✓
Accessory	✓✓
Outdoor Display or Sales Area, Accessory	✓✓
Patio, Outdoor	✓✓
POPS	✓✓
Parking Area, Commercial	✓✓
Parking Garage	✓✓
Personal Service Shop	✓✓
Pharmacy	✓✓
Place of Assembly	✓✓
Place of Entertainment	✓✓
Place of Worship	✓✓
Printing and Processing Service Shop	✓✓
Private Club	✓✓
Public Transit Depot	✓✓
Recreation, Non Intensive	✓✓
Research Establishment	✓✓

Restaurant	✓✓
Retail Store	✓✓
Retail Store, Accessory	✓✓
Sales, Service and Repair Shop	✓✓
Seniors Retirement Facility	✓✓
Shopping Centre	✓✓
Supermarket	✓✓
Training Facility	✓✓
Veterinary Hospital	✓✓
Video Outlet/Rental Store	✓✓
Wellness Centre	✓✓

(3) Must comply with the provisions of Section 6.5 Multiplex Dwellings.

Five of the proposed permitted uses are not currently defined in Zoning By-law 2010-0050. Proposed definitions for these uses are as follows:

- **Dwelling, Stacked Townhouse** – A three or four-storey building divided horizontally and vertically by common walls with more than 5 dwelling units and each unit having an individual entrance directly from the outside and no common corridor. Stacked townhouses may have a common rear wall.
- **Dwelling, Laneway (Detached, Semi Detached, Townhouse)** – A dwelling unit in a (detached, semi detached, townhouse) having direct access onto a public or private, Common Element Condominium lane.
- **Dwelling, Block Townhouse** – A dwelling unit in a townhouse building containing three or more dwelling units having private independent entrances directly from a yard and being attached horizontally in whole or in part above grade and divided vertically from each other by a common wall, the said dwelling being located on a single lot, such lot being held and maintained under one ownership or under condominium ownership pursuant to The Condominium Act, 1998, as amended, or any successor legislation

The site-specific zoning standards and special exemptions are provided in the Draft Zoning By-law attached as *Appendix 2.0*. The proposed Zoning By-law Amendment will implement the proposed Draft Plan of Subdivision, bringing to life the goals and objectives of the Mayfield Tullamore Secondary Plan. It will facilitate the creation of a walkable, mixed use community with compact built form.

9.0 Conclusion

The purpose of this Report is to provide an overview of the proposed ZBA and DPS applications as well as an analysis in the context of applicable Provincial, Regional and local policies and the technical studies prepared in support of the Proposed Development. It is our opinion that the proposed applications are consistent with the PPS, conform with the Region of Peel Official Plan, and is consistent with the recently provincially approved Future Caledon OP and represent good planning based on the following reasons:

- The proposed applications are consistent with the PPS, which emphasizes the importance of supporting an appropriate mix and range of residential uses to meet long-term needs;
- The Subject Lands form part of the Region of Peel and Town of Caledon's Urban System, which supports growth and development;

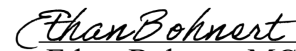
- The proposed applications conform to the policies of the ROP, which promote a broad range residential, institutional, and open space of uses;
- The proposed applications allow for the logical extension of services and residential uses that will reinforce and strengthen the Mayfield Tullamore Secondary Plan area as a future complete community;
- The proposed applications conform with the intent of the Designated Greenfield Area designation and applicable Growth Management and Phasing policies in the Future Caledon OP. The proposed applications contribute to the Town achieving a Town-wide minimum density targets;
- Lastly, the proposed applications have been prepared in accordance with the proposed policies within the Mayfield Tullamore Secondary Plan;

Respectfully submitted,

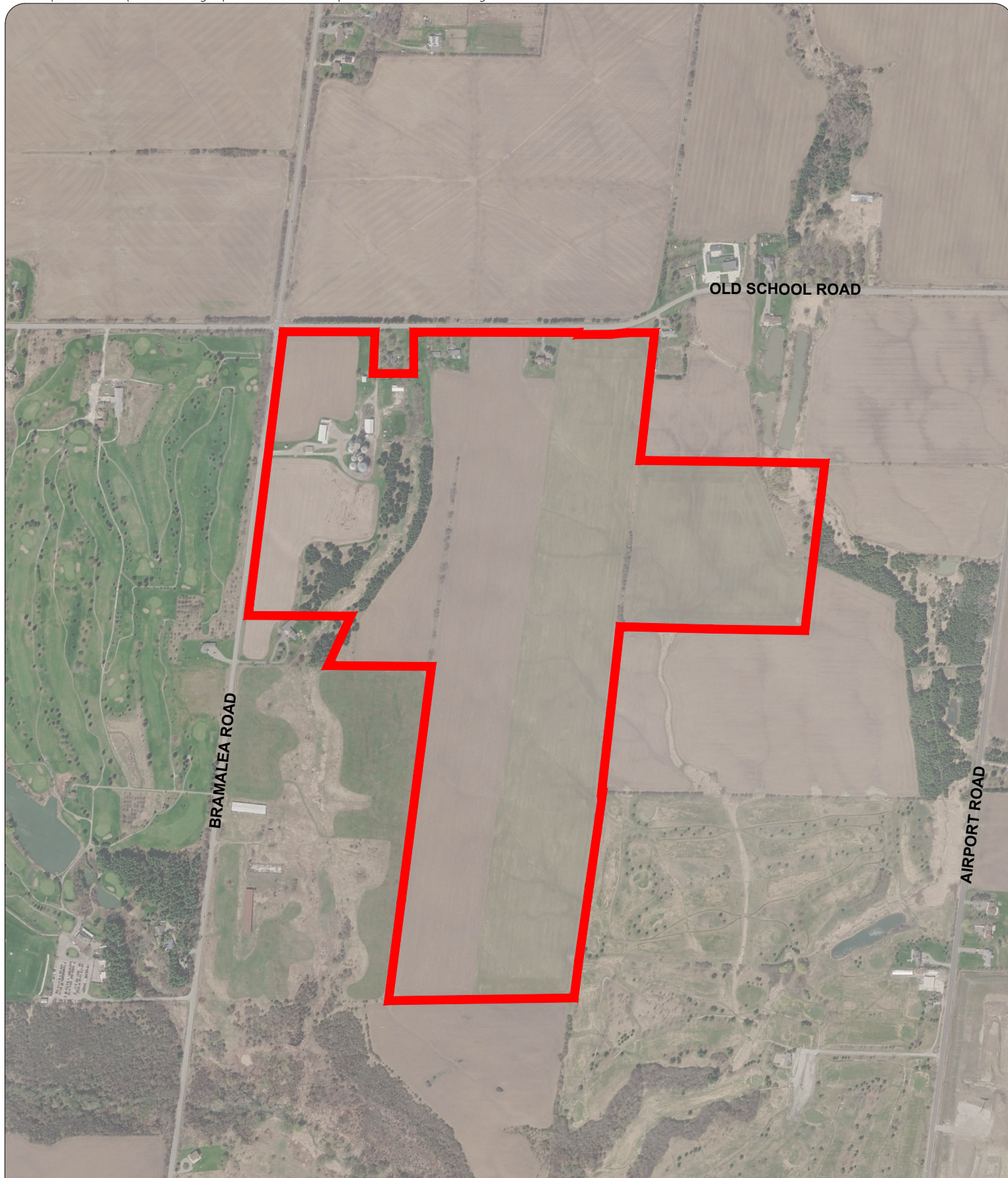
GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, MCIP, RPP
Managing Partner



Ethan Bohnert, MCIP, RPP
Associate



FIGURE

1

AERIAL CONTEXT PLAN

TOWN OF CALEDON

LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

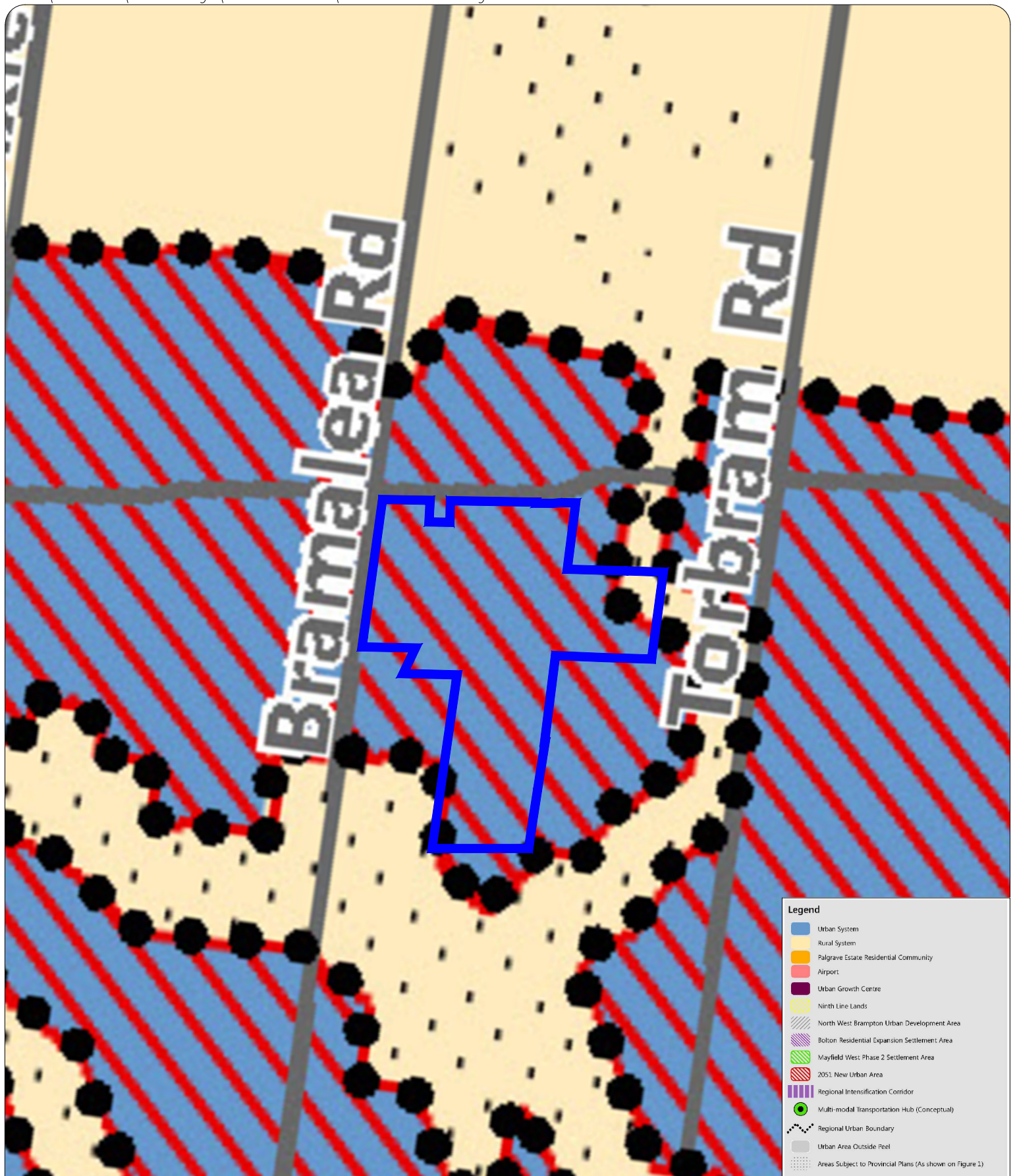


FIGURE
2
REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

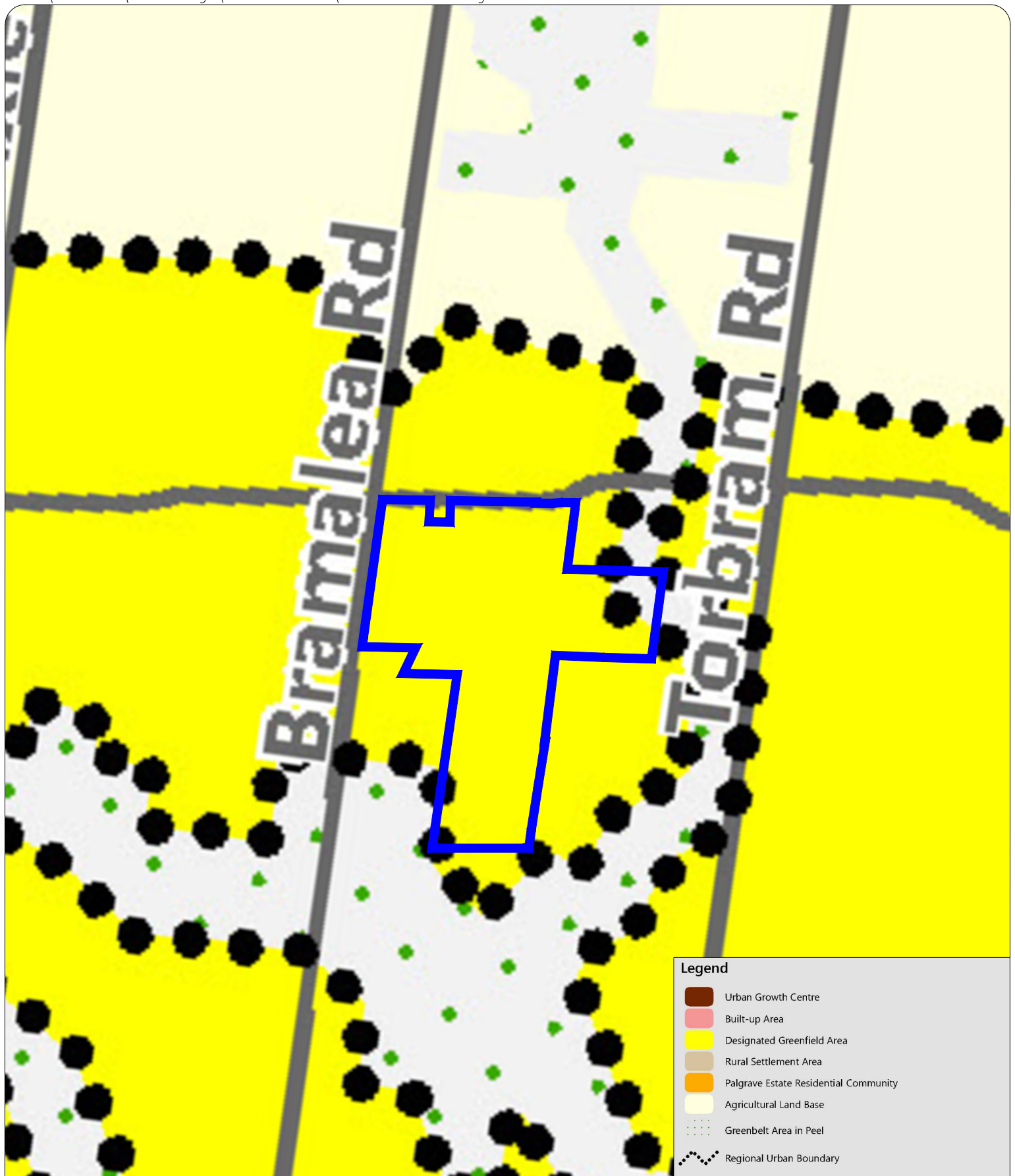


FIGURE
3
REGION OF PEEL OFFICIAL PLAN
SCHEDULE E-3 - GROWTH PLAN POLICY AREAS

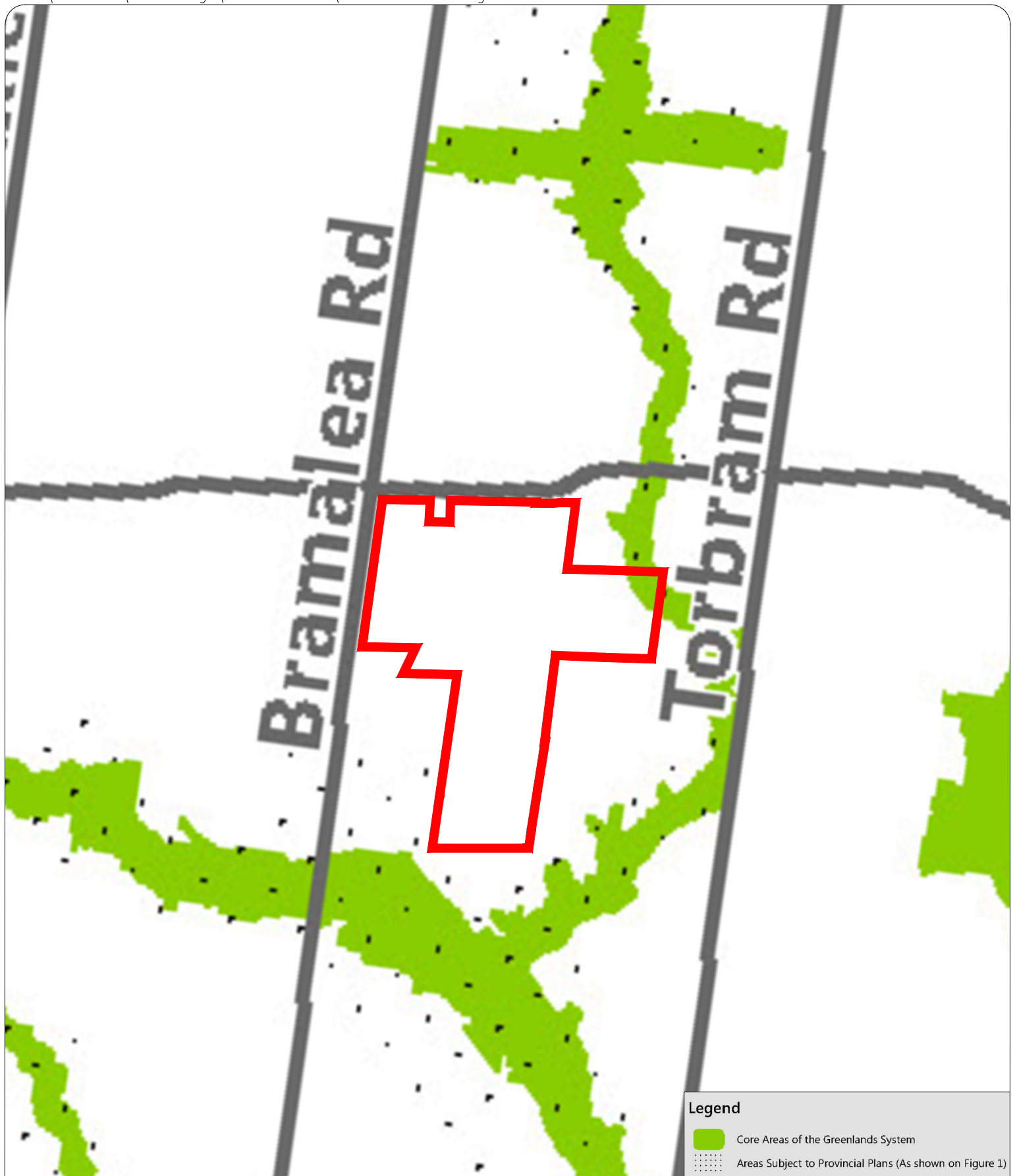
LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026



FIGURE

4

REGION OF PEEL OFFICIAL PLAN
SCHEDULE C-2 - CORE AREAS OF GREENLANDS SYSTEM

LEGEND

 Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

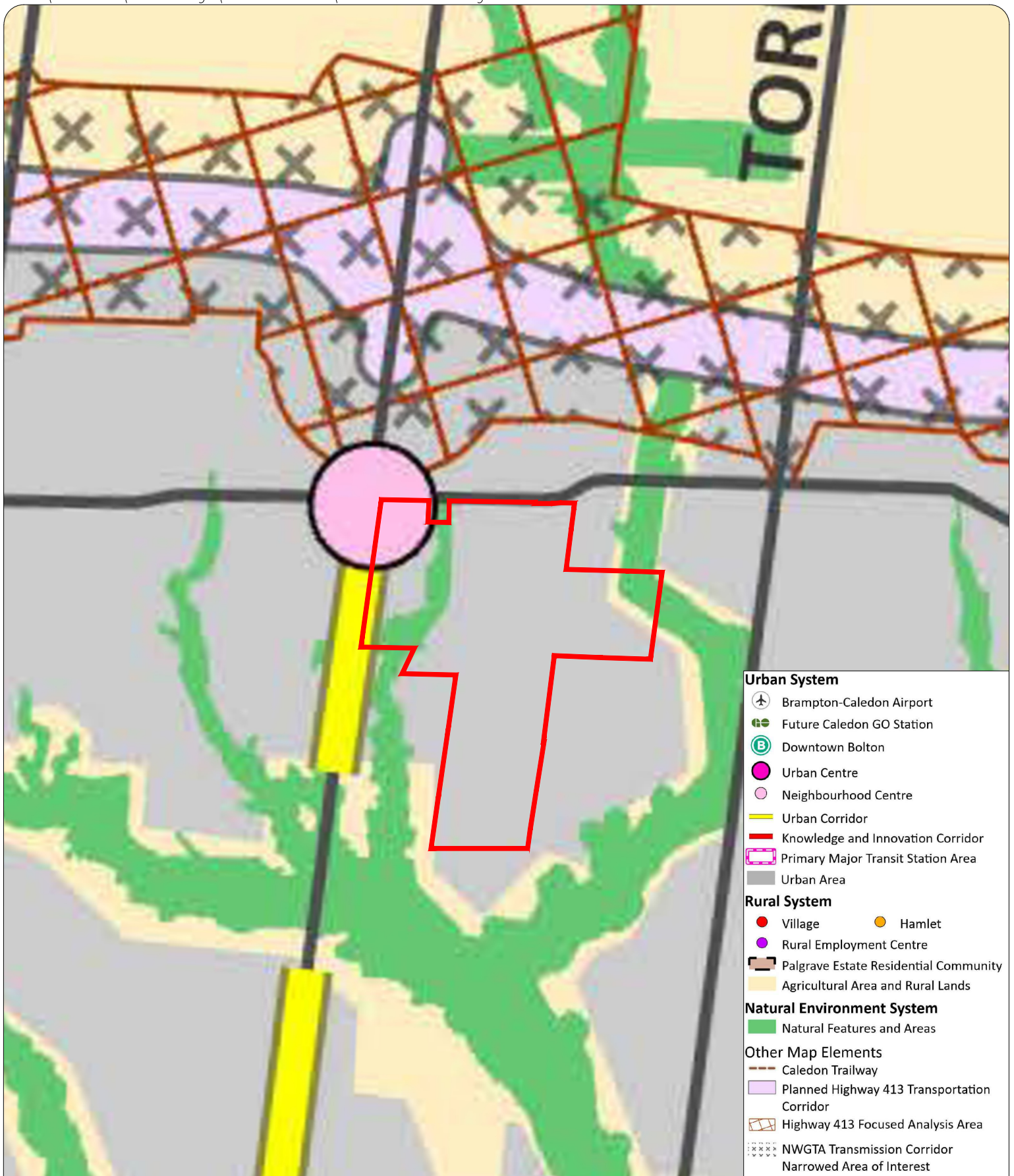


FIGURE
5
FUTURE CALEDON OFFICIAL PLAN
SCHEDULE B1 - TOWN STRUCTURE

LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

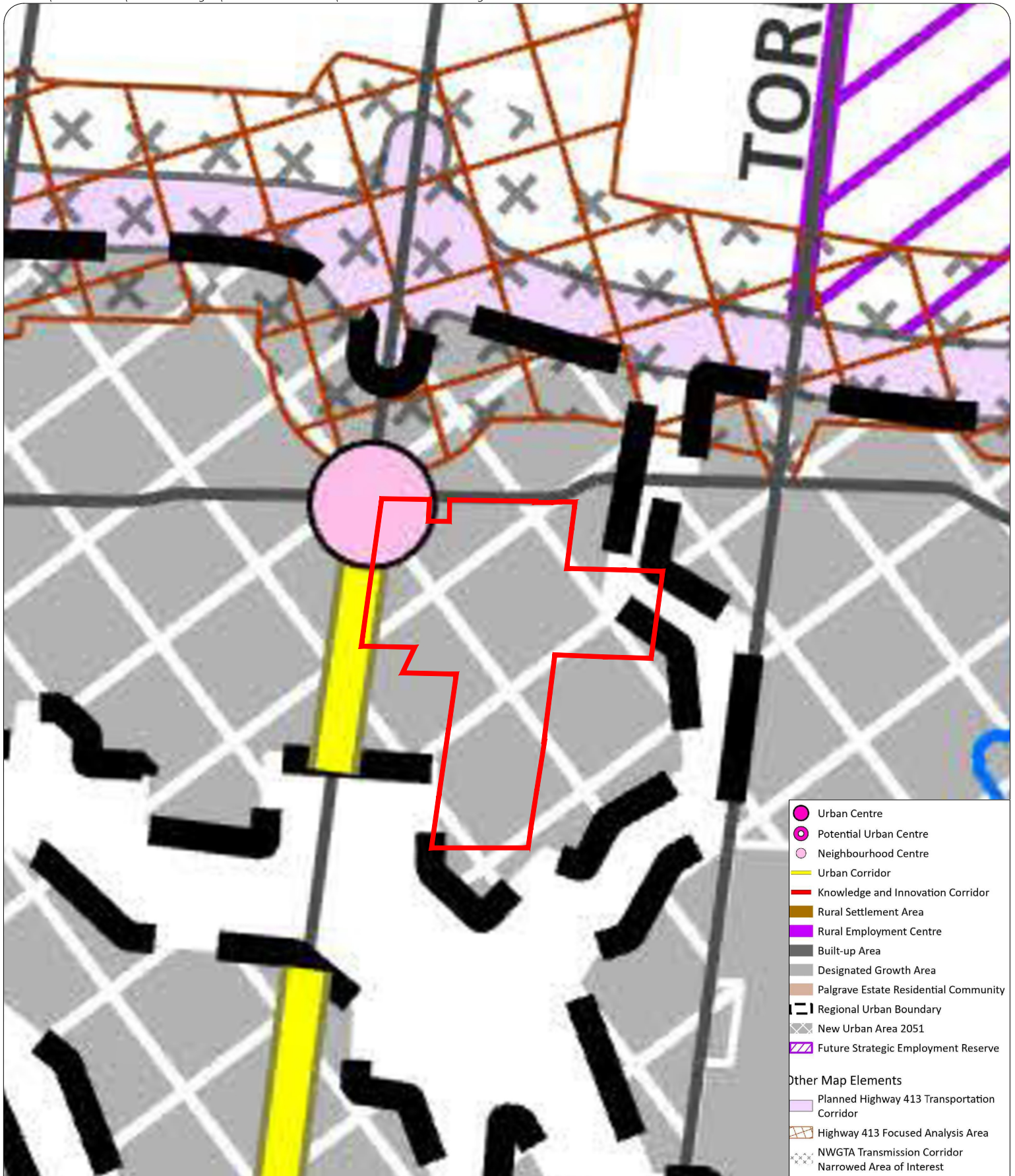


FIGURE 6 **FUTURE CALEDON OFFICIAL PLAN**
SCHEDULE B2 - GROWTH MANAGEMENT

LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

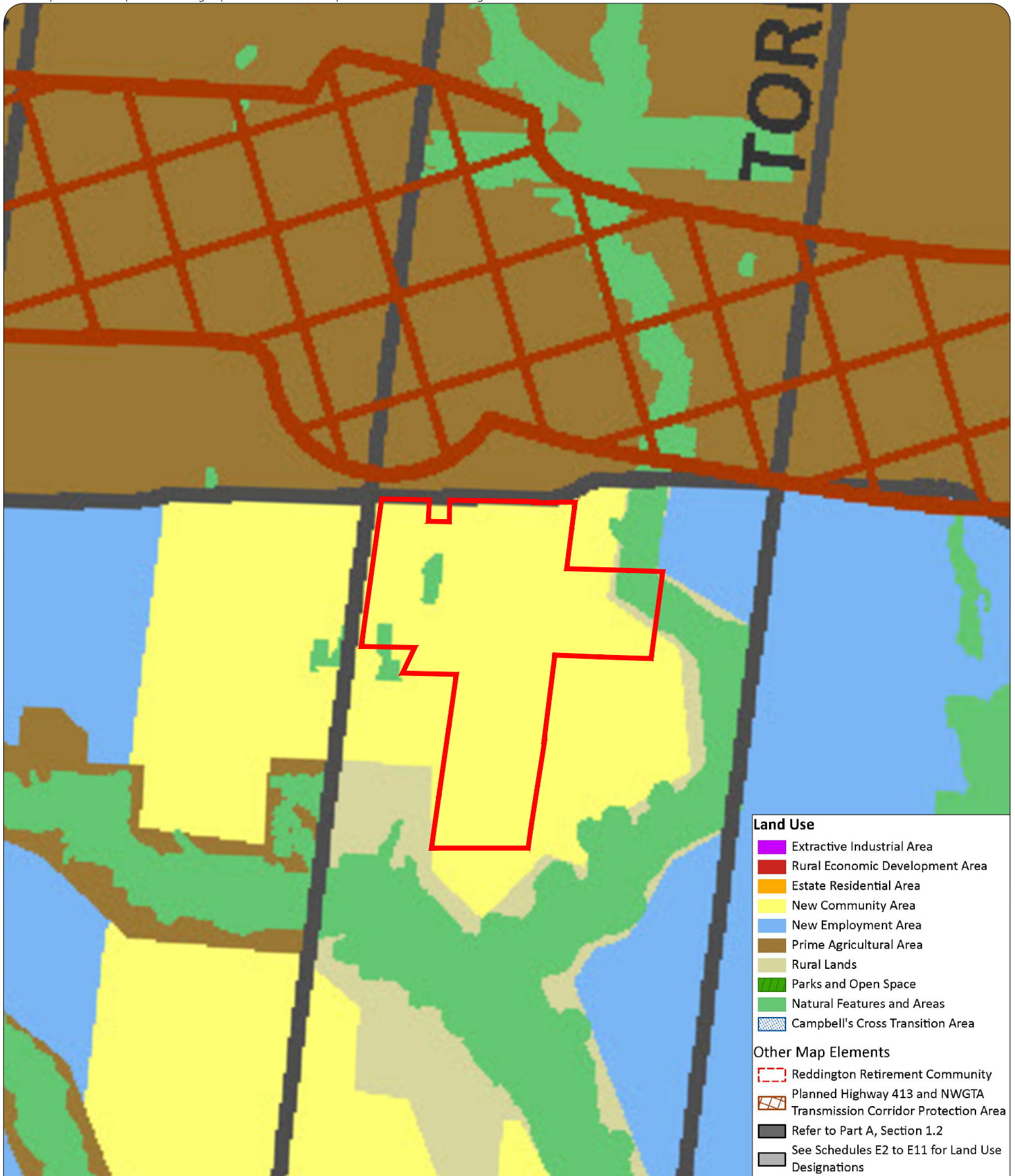


FIGURE
7
FUTURE CALEDON OFFICIAL PLAN
SCHEDULE B4 - LAND USE DESIGNATIONS

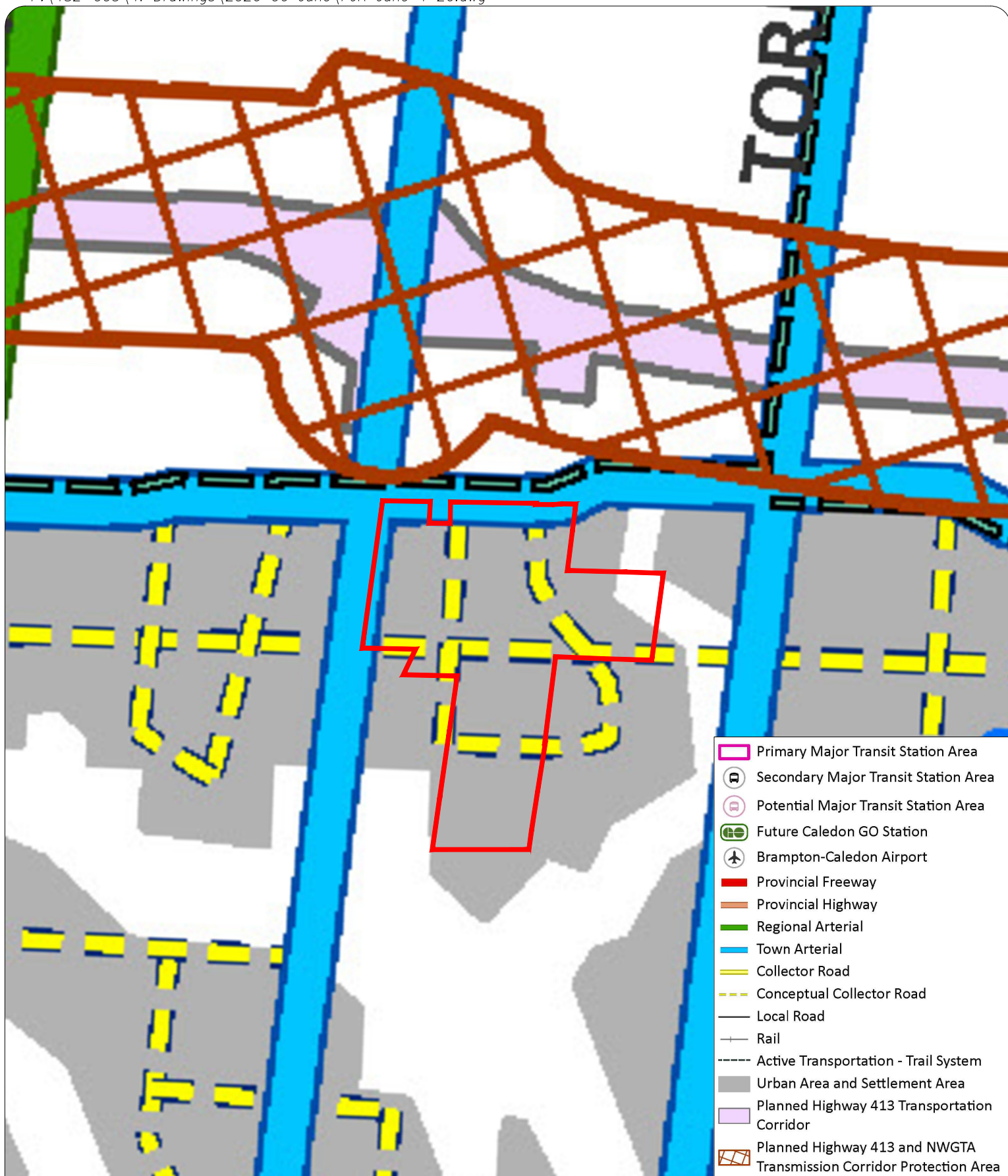
LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026



FIGURE

8

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE C1 - TOWN WIDE TRANSPORTATION NETWORK

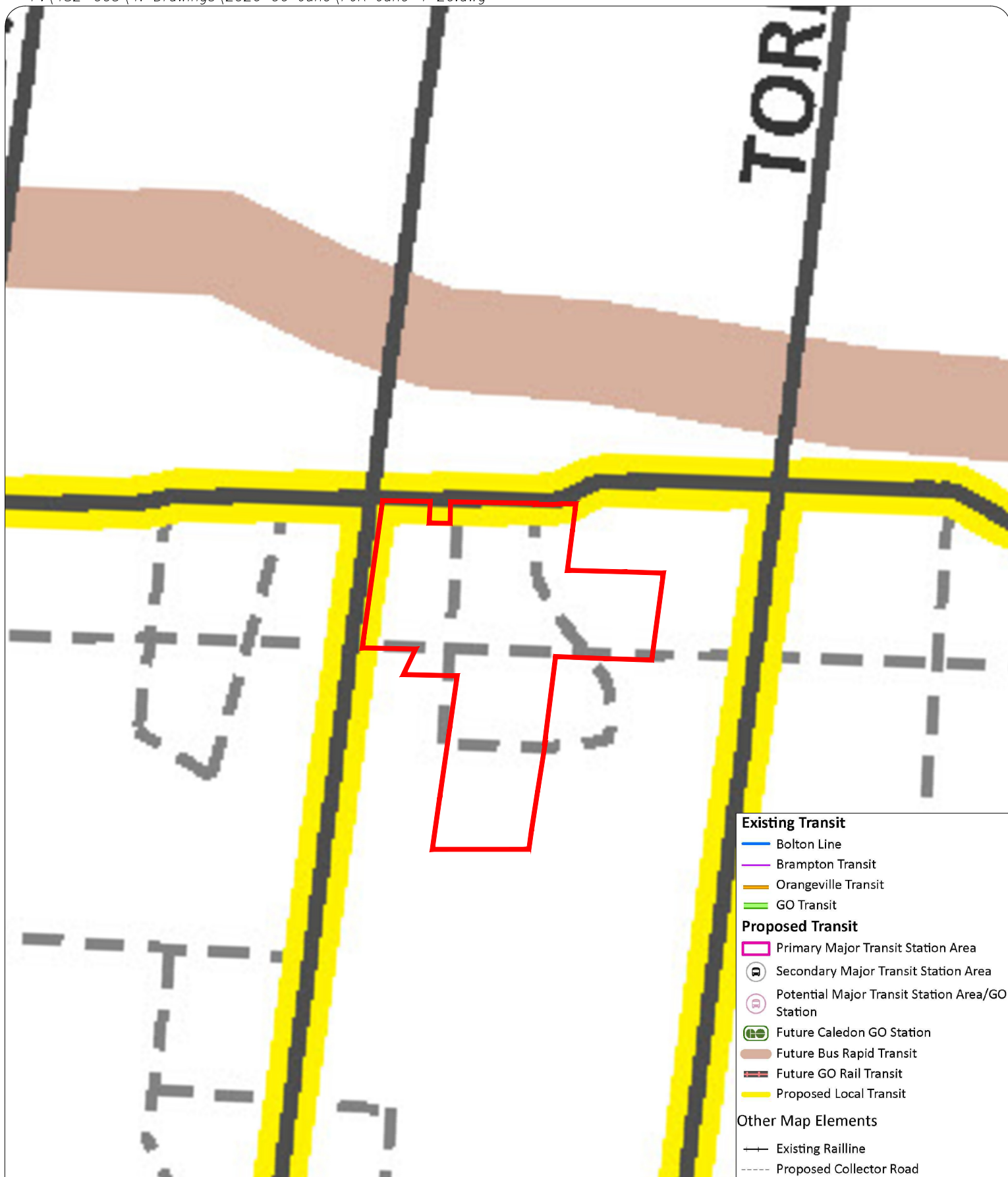
LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026



FIGURE

FUTURE CALEDON OFFICIAL PLAN

SCHEDULE C4 - 2051 TOWN WIDE TRANSPORTATION NETWORK

LEGEND

 Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026



GSAI
Glen Schnarr & Associates Inc.

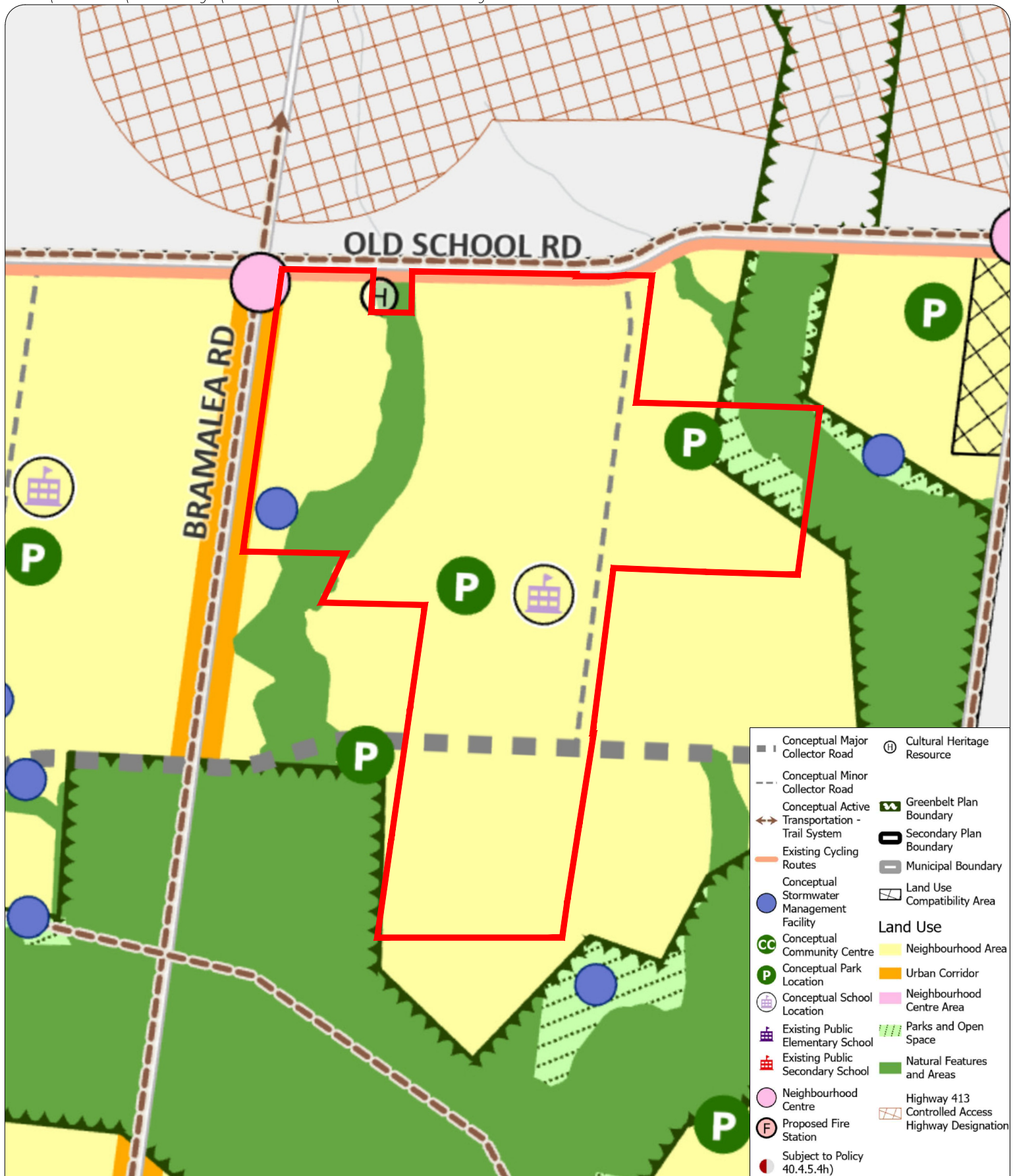


FIGURE 10 MAYFIELD TULLAMORE SECONDARY PLAN

SCHEDULE H40a - LAND USE PLAN

LEGEND

Subject Lands

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 04, 2026

Appendix 1.0

Draft Plan of Subdivision

DRAFT PLAN OF SUBDIVISION

FILE # 21T-

TACC DEVELOPMENTS (ARMSTRONG) INC.

PART OF LOTS 21 & 22, CONCESSION 5,
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

SIGNED _____

DATE _____

TACC DEVELOPMENTS (ARMSTRONG) INC.

SURVEYORS CERTIFICATE

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

SIGNED _____

DATE _____

C. P. EDWARD, O.L.S.
R-PE SURVEYING LTD.
ONTARIO LAND SURVEYORS

ADDITIONAL INFORMATION

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

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED

I) SANDY LOAM AND CLAY LOAM

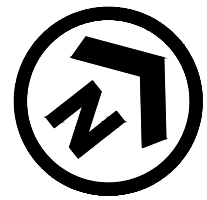
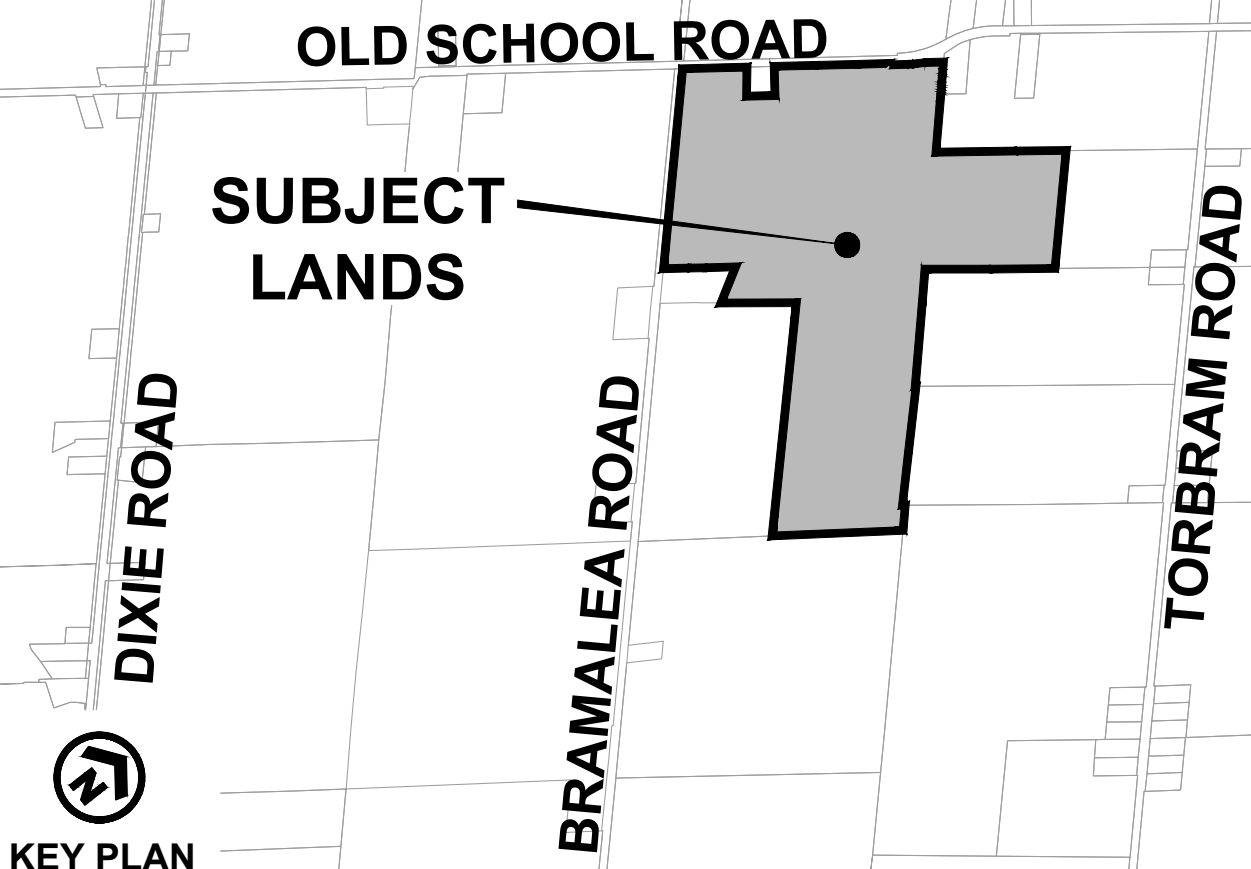
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 12.8m (42')		5.70	14.08	136	23.86
DETACHED - 11.0m (36')		8.08	19.97	252	31.19
DETACHED - 9.15m (30')	1-515	3.45	8.53	127	36.81
STREET TOWNHOUSE 6.1m (20')	516-590	8.21	20.29	433	52.74
BACK-TO-BACK TOWNHOUSE 6.4m (21')	591-609	2.15	5.31	220	102.33
REAR LANE TOWNHOUSE 6.1m (20')	610-675	5.10	12.60	358	70.20
MIXED USE / RETAIL	676	1.10	2.72		
PUBLIC ELEMENTARY SCHOOL	677	2.83	7.00		
PARK	678,679	3.82	9.44		
WALKWAY BLOCK	680-685	0.10	0.25		
GRADING BUFFER	686	0.04	0.10		
OPEN SPACE	687	0.04	0.10		
PERMEABLE LANDSCAPE ZONE	688,689	0.27	0.67		
SWM POND	690	1.40	3.46		
ENVIRONMENTAL POLICY AREA	691-694	6.62	16.36		
RESIDENTIAL RESERVE	695-701	0.71	1.75		
ROAD WIDENING	702-704	0.81	2.00		
0.3m RESERVE	705-712	0.01	0.02		
8.0m & 10.0m LANEWAY (LENGTH: 1,539m)		1.33	3.29		
18.0m LOCAL R.O.W. (LENGTH: 7,612m)		13.85	34.22		
20.0m LOCAL R.O.W. (LENGTH: 658m)		1.34	3.31		
23.5m LOCAL R.O.W. (LENGTH: 844m)		2.01	4.97		
26.0m LOCAL R.O.W. (LENGTH: 340m)		0.88	2.17		
TOTAL	712	69.85	172.61	1526	46.68

NOTES

- LOCAL / COLLECTOR TO ARTERIAL DAYLIGHT TRIANGLE - 15.0m x 15.0m
- COLLECTOR TO COLLECTOR DAYLIGHT TRIANGLE - 10.0m x 10.0m
- LOCAL TO COLLECTOR DAYLIGHT TRIANGLE - 7.5m x 7.5m
- LANEWAY TO LOCAL / COLLECTOR DAYLIGHT TRIANGLE - 3.0m x 3.0m
- LOCAL TO LOCAL DAYLIGHT TRIANGLE - 5.0m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
- ALL INTERSECTION ANGLES ARE 90° UNLESS OTHERWISE NOTED



SCALE: 1:2500
(24 x 36)
APRIL 20, 2026

Appendix 2.0
Draft Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2026-XXX

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lots 21 & 22 Concession 5, E.H.S. (Township of Chinguacousy), Town of Caledon, Regional Municipality of Peel.

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

AND WHEREAS the Council of The Corporations of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lots 21 & 22 Concession 5, E.H.S. (Township of Chinguacousy), Town of Caledon, Regional Municipality of Peel, for medium density residential purposes.

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

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Additional Permitted Uses	Special Standards
RMD	AAA	- <i>Additional Residential Unit</i> - <i>Adult Day Centre</i> - <i>Amusement Arcade</i> - <i>Animal Hospital</i> - <i>Apartment, Accessory</i> - <i>Art Gallery</i> - <i>Artist Studio and Gallery</i> - <i>Automotive Store</i> - <i>Bakery</i> - <i>Bed and Breakfast Establishments</i> - <i>Building, Apartment</i> - <i>Building, Apartment, Senior Citizens</i> - <i>Building, Mixed Use</i> - <i>Business Office</i> - <i>Clinic</i> - <i>Conference Centre</i> - <i>Convenience Store</i> - <i>Cultural Centre</i> - <i>Day Nursery, Dwelling Unit</i> - <i>Day Nursery</i> - <i>Department Store</i> - <i>Dry Cleaning or Laundry Outlet</i>	1.0 DEFINITIONS Amenity Space For the purposes of this zone, means an outdoor area used exclusively for the enjoyment of the outdoor environment and may include landscaping areas, patios, porches, privacy areas, balconies, terraces, decks and similar areas. Dwelling, Multiplex For the purposes of this zone, means a residential building with up to eight units. In order to qualify as a Multiplex, at least one dwelling unit must be entirely or partially above another. A dwelling unit within a Multiplex is not a principal dwelling that can contain an Additional Residential Unit. Dwelling, Stacked Townhouse For the purposes of this zone, means a building containing four or more dwelling units in which each dwelling unit is divided both horizontally and vertically from another dwelling unit by a common wall; Dwelling, Back-to-Back For the purpose of this zone, Back-to-Back means a building divided

	- Dwelling, Back-to-Back Townhouse - Dwelling, Detached - Dwelling, Detached, Rear-Lane - Dwelling, Semi Detached - Dwelling, Semi Detached, Rear-Lane - Dwelling, Stacked Townhouse - Dwelling, Townhouse - Dwelling, Townhouse, Rear-Lane - Environmental Management - Farmers Market - Financial Institution - Fitness Centre - Forest Management - Funeral Home - Furniture Showroom - Grocery Store - Home Improvement Centre - Home Occupation - Hotel - Laboratory, Medical - Laundromat - Live-Work Unit - Long-Term Care Facility - Medical Centre - Merchandise Service Shop - Museum - Outdoor Seasonal Garden Centre, Accessory - Outdoor Display or Sales Area, Accessory - Patio, Outdoor - POPS - Parking Area, Commercial - Parking Garage - Personal Service Shop - Pharmacy - Place of Assembly - Place of Entertainment - Place of Worship - Printing and Processing Service Shop - Private Club - Public Transit Depot - Recreation, Non Intensive - Research Establishment - Restaurant - Retail Store - Retail Store, Accessory - Sales, Service and Repair Shop - Seniors Retirement Facility - Shopping Centre - Supermarket - Training Facility - Veterinary Hospital - Video Outlet/Rental Store - Wellness Centre	vertically both above and below grade into 2 or more residential dwelling units. Each such unit must have an independent entrance directly from outside the building and must share at least one side wall and one rear wall with adjacent dwelling units. Finished Grade For the purposes of this zone, Finished Grade, with reference to a building, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such building. Established Grade For the purposes of this zone, Established Grade, with reference to a building, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such building. Building Height For the purpose of this zone, Building Height shall be calculated using the vertical distance measured from the average elevation of the established grade at the front of such building to the median level between the eaves and ridge on a gable, gambrel or hip roof. Lane For the purposes of this zone, means a public or private throughfare, not intended for general traffic that provides a means of vehicular access to the rear of a lot where the lot also fronts or flanks onto a street, or where a lot fronts onto public or private open space. Lot Depth For the purposes of this zone, means the shortest horizontal distance between the front lot line and the rear lot line. Lot Frontage For the purposes of this zone, in the case of a corner lot, the lot frontage shall be calculated as if the front and exterior side lot lines were extended to their point of intersection. Lot Line, Front For the purposes of this zone, where a lot contains a Rear-Lane Dwelling the Front Lot Line shall be the lot line opposite to the lot line traversed by a driveway. Rear-Lane For the purposes of this zone, means a dwelling with a driveway access to a private or public street or lane adjacent to the rear lot line. Porch For the purposes of this zone, Porch shall mean a platform with or without foundation or cold cellar, extending from an exterior wall of a building and having at least 50% of one side of the vertical planes forming the perimeter unobstructed in any manner except by railings and stairs with access to grade.
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			2.0 REGULATIONS Access Regulations Notwithstanding Section 4.3.1, a rear-lane associated accessory structure may be erected on a lot without frontage and access to a public or private street, provided driveway access to the rear lot line is available from a public or private street or Lane. For the purposes of this zone, Sections 4.3.3 (minimum entrance setback) and 4.3.4 (minimum entrance separation) shall not apply. Accessory Building Location: For the purpose of this zone, any accessory building, not including a detached garage shall be located a minimum of 0.6 m from any lot line. Additional Residential Units a) Notwithstanding the lands identified on Schedule H of Comprehensive Zoning By-law 2006-50, the provisions of Section 4.4 – Additional Residential Units Overlay Zone shall apply to the lands shown on Schedule “A” of this By-law b) Notwithstanding the maximum number of dwelling units permitted within a Townhouse Block, Additional Residential Units shall not be counted toward the maximum permitted number of dwelling units within such Townhouse Block. Air Conditioners and Heat Pumps Air Conditioners and Heat Pumps are permitted in all yards provided where an Air Conditioner or Heat Pump is located in a Front Yard or Exterior Side Yard, it shall be screened from public view or located on a balcony. Detached or Dual Garage For the purposes of this zone, a detached or dual garage with driveway access to a lane shall: a) Comply with the minimum yard requirements of the lot, except in the case of a dual garage, or portion thereof, no minimum side yard requirement shall apply where a dual garage is divided vertically into 2 separate private garages on a lot line. b) Not be subject to Section 4.2.2 c) Not exceed the Building Height of the main building on the lot. Dwellings Per Lot Section 4.11 shall only apply to a lot containing a detached dwelling, semi-detached dwelling, and/or a freehold townhouse. Model Homes and Temporary Sales Structure Notwithstanding Section 4.24 (Model Homes and Temporary Sales Structures), for the purposes of this zone: a) a maximum of ten (10) dry or serviced model homes shall be permitted on lands with draft plan approval.
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			b) Any number of temporary sales structures may be located on lands which are the subject of a draft approved plan of subdivision subject to Subsections 4.24.5 a), b), and c). Planting Strips A driveway, walkway or retaining wall may extend through a planting strip at any location. Private, Garage The minimum dimensions of a double car garage accommodating 2 parking spaces shall be 5.5 m in width and 5.5 m in length. Residential Parking Requirements Notwithstanding Section 5.2.2, no visitor parking spaces are required for back-to-back dwellings having frontage on a public street. Sight Triangles Notwithstanding Section 4.38.2 (Sight Triangles) no sight triangle shall be required where a curved or triangular area of land abutting a corner lot has\ been incorporated into the public right-of-way. No minimum yard or setback is required from a lot line abutting such curved or triangular area of land. Size of Parking Spaces For the purpose of this zone, the minimum size of a parking space shall be 2.75 m in width and 5.5 m in length. 3.0 ZONE STANDARDS 3.1 ZONE STANDARDS For a <i>Dwelling, Detached</i> <table><tr><td>Lot Area (minimum)</td><td>N/A</td></tr><tr><td>Lot Frontage (minimum)</td><td></td></tr><tr><td><i>Dwelling, Detached:</i></td><td>9.0 m</td></tr><tr><td>Building Area (maximum):</td><td>N/A</td></tr><tr><td>Backyard Amenity Area (minimum):</td><td>nil</td></tr><tr><td>Front Yard (minimum)</td><td></td></tr><tr><td>Front wall of attached <i>private garage:</i></td><td>5.5 m</td></tr><tr><td>Front wall of <i>main building:</i></td><td>2.5 m</td></tr><tr><td>Exterior Side Yard (minimum):</td><td></td></tr><tr><td>To a <i>private garage</i> facing an <i>exterior side lot line:</i></td><td>5.5 m</td></tr><tr><td>To a <i>main building:</i></td><td>2.0 m</td></tr><tr><td>Rear Yard (minimum)</td><td></td></tr><tr><td>For <i>lots</i> with a <i>lot</i> depth of 20 m or greater:</td><td>6.0 m</td></tr><tr><td>For <i>lots</i> with a <i>lot</i> depth less than 20 m:</td><td>4.7 m</td></tr><tr><td>To the side wall of a <i>private garage:</i></td><td>0.6 m</td></tr><tr><td>For a <i>Dwelling, Detached</i> abutting a Street:</td><td></td></tr><tr><td>To an attached <i>private garage:</i></td><td>5.5 m</td></tr></table>	Lot Area (minimum)	N/A	Lot Frontage (minimum)		<i>Dwelling, Detached:</i>	9.0 m	Building Area (maximum):	N/A	Backyard Amenity Area (minimum):	nil	Front Yard (minimum)		Front wall of attached <i>private garage:</i>	5.5 m	Front wall of <i>main building:</i>	2.5 m	Exterior Side Yard (minimum):		To a <i>private garage</i> facing an <i>exterior side lot line:</i>	5.5 m	To a <i>main building:</i>	2.0 m	Rear Yard (minimum)		For <i>lots</i> with a <i>lot</i> depth of 20 m or greater:	6.0 m	For <i>lots</i> with a <i>lot</i> depth less than 20 m:	4.7 m	To the side wall of a <i>private garage:</i>	0.6 m	For a <i>Dwelling, Detached</i> abutting a Street:		To an attached <i>private garage:</i>	5.5 m
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			To a <i>main building</i>: 2.5 m Interior Side Yard (minimum): One side: 0.6 m Other side: 1.2 m Abutting a non-residential land use: 1.2 m Building Height (maximum) 14 m Landscape Area (minimum) N/A 3.1.2 PERMITTED ENCROACHMENTS for <i>Dwelling, Detached</i> a) A required third floor egress balcony may project a maximum of 1.0 m beyond the building into a rear yard, a rear yard backing onto a lane exterior side yard and/or front yard; b) Bay, Box, or Bow Windows with or without foundations may encroach a maximum of 1.0 m into a required front, exterior side, or rear yard; c) The maximum encroachment for steps, stairs, landings, ramp, or barrier-free access feature is 0.5 m into a required parking space in a private garage. d) Rear yard projections up to a maximum of 60% of the lot frontage are permitted to encroach up to 3.5 m into the required rear yard. e) Covered or uncovered Porch, Canopy or Portico, may encroach 2.0 m into a required front yard, 2.5 m into a required rear yard, 1.5 m into a required exterior side yard, and 0.6 m into a required interior side yard, provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. f) Steps associated with a porch or deck may encroach up to 0.5 m from the front lot line g) A deck in the rear yard may encroach up to 1.2 m from the rear lot line Decks, terraces, balconies may encroach a distance equal to the minimum yards of the main dwelling and equal to the permitted porch encroachment in front yard. h) Fireplaces may encroach a maximum 1.2 m into the rear yard and 0.6 m into the required side yard or 50% of the minimum required side yard provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. i) Chimneys or vents may encroach a maximum of 0.6 m into any required yard, provided that a minimum setback of 0.6 m is maintained to the lot line. j) Sills, Cornices, Parapets or other similar ornamental architectural features may encroach a maximum of 0.6 m extending from a main building wall or permitted encroachment provided that a minimum setback of 0.5 m is maintained to a lot line. k) Eaves may encroach a maximum of 0.6 m from a main building wall or permitted encroachment provided that a minimum setback of 0.2 m is maintained to an interior side lot line.
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			3.2 ZONE STANDARDS For a Dwelling, Townhouse Lot Area (minimum) N/A Lot Frontage (minimum) <i>Interior Lot:</i> 4.5 m <i>End Lot or Corner Lot:</i> 5.5 m Building Area (maximum): N/A Backyard Amenity Area (minimum): nil Front Yard (minimum) Front wall of attached <i>private garage</i>: 5.5 m Front wall of <i>main building</i>: 2.5 m Exterior Side Yard (minimum): To a <i>private garage</i> facing an <i>exterior side lot line</i>: 5.5 m To a <i>main building</i>: 2.0m Exterior Side Yard abutting a Lane (minimum) To a <i>private garage</i> facing an <i>exterior side lot line</i>: 5.5 m To a <i>main building</i>: 1.2 m Rear Yard (minimum) To a <i>main building</i>: 4.5 m To the side wall of a <i>private garage</i>: 0.6 m Interior Side Yard (minimum): To a <i>main building</i>: 1.2 m Between attached <i>dwelling units</i>: nil Abutting a non-residential land use: 1.2 m Building Height (maximum) 14 m Landscape Area (minimum) N/A Driveway Width (minimum) 2.75 m 3.2.1 PERMITTED ENCROACHMENTS for Dwelling, Townhouse: a) a required third floor egress balcony may project a maximum of 1.0 m beyond the building into a rear yard, a rear yard backing onto a lane, exterior side yard and/or front yard; b) Bay, Box, or Bow Windows with or without foundations may encroach a maximum of 1.0 m into a required front, exterior side, or rear yard; c) the maximum encroachment for steps, stairs, landings, ramp, or barrier-free access feature is 0.5 m into a required parking space in a private garage. d) Covered or uncovered Porch, Canopy or Portico, may encroach 2.0 m into a required front yard, 2.5 m into a required rear yard, 1.5 m into a required exterior side yard, and 0.6 m into a required interior side yard, provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. e) Steps associated with a porch or deck may encroach up to 0.5 m from the front lot line f) A deck in the rear yard may encroach up to 1.2 m from the rear lot line g) Decks, terraces, balconies may encroach a distance equal to the minimum yards of the main dwelling and
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		3.3.1 PERMITTED ENCROACHMENTS for <i>Dwelling, Townhouse, Rear Lane</i> The Permitted Encroachments in the Townhouse Residential - Exception 615 (RT-615) zone of the Zoning By-Law apply to the uses, buildings and structures permitted in this zone, in addition to the following a) a required third floor egress balcony may project a maximum of 1.0 m beyond the building into a rear yard backing onto a street, exterior side yard and/or front yard; b) Bay, Box, or Bow Windows with or without foundations may encroach a maximum of 1.0 m into a required front, exterior side, or rear yard; c) the maximum encroachment for steps, stairs, landings, ramp, or barrier-free access feature is 0.5 m into a required parking space in a private garage. d) Covered or uncovered Porch, Canopy or Portico, may encroach 2.0 m into a required front yard, 2.5 m into a required rear yard, 1.5 m into a required exterior side yard, and 0.6 m into a required interior side yard, provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. e) Steps associated with a porch or deck may encroach up to 0.5 m from the front lot line f) Decks, terraces, balconies may encroach a distance equal to the minimum yards of the main dwelling and equal to the permitted porch encroachment in front yard. g) Fireplaces may encroach a maximum 0.6m into the required side yard or 50% of the minimum required side yard provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. h) Chimneys or vents may encroach a maximum of 0.6 m into any required yard, provided that a minimum setback of 0.6 m is maintained to the lot line. i) Sills, Cornices, Parapets or other similar ornamental architectural features may encroach a maximum of 0.6 m extending from a main building wall or permitted encroachment provided that a minimum setback of 0.5 m is maintained to a lot line. j) Eaves may encroach a maximum of 0.6 m from a main building wall or permitted encroachment provided that a minimum setback of 0.2 m is maintained to an interior side lot line 3.4 ZONE STANDARDS For a <i>Dwelling, Back-to-Back Townhouse:</i> <table><tr><td>Lot Area (minimum)</td><td>N/A</td></tr><tr><td>Lot Frontage (minimum)</td><td></td></tr><tr><td> <i>Interior Lot:</i></td><td>5.5 m</td></tr><tr><td> <i>End Lot or Corner Lot:</i></td><td>6.7 m</td></tr><tr><td>Building Area (maximum):</td><td>N/A</td></tr><tr><td>Backyard Amenity Area (minimum):</td><td>nil</td></tr><tr><td>Front Yard (minimum)</td><td></td></tr></table>	Lot Area (minimum)	N/A	Lot Frontage (minimum)		<i>Interior Lot:</i>	5.5 m	<i>End Lot or Corner Lot:</i>	6.7 m	Building Area (maximum):	N/A	Backyard Amenity Area (minimum):	nil	Front Yard (minimum)	
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			Front wall of attached <i>private garage</i>: 5.5 m Front wall of <i>main building</i>: 2.5 m Exterior Side Yard (minimum): 2.0 m Exterior Side Yard abutting a Lane (minimum) To a <i>private garage</i> facing an exterior side lot line: 5.5 m To a <i>main building</i>: 1.2 m Rear Yard (minimum): nil Interior Side Yard (minimum): To a <i>main building</i>: 1.2 m Between attached <i>dwelling units</i>: nil Abutting a <i>non-residential land use</i>: 1.2 m Building Height (maximum): 14 m Landscape Area (minimum): N/A Driveway Width (minimum): 2.75 m Parking Requirements (minimum): 1 parking space per dwelling unit Contiguous Dwelling Units (maximum): 16 Dimensions of a Contiguous Structure (maximum): 8 dwelling units wide by 2 dwelling units deep Amenity Space (minimum): 3.5m² per dwelling unit 3.4.1 PERMITTED ENCROACHMENTS for Dwelling, Back-to-Back Townhouse The Permitted Encroachments in the Townhouse Residential - Exception 615 (RT-615) zone of the Zoning By-Law apply to the uses, buildings and structures permitted in this zone, in addition to the following: a) a required third floor egress balcony may project a maximum of 1.0 m beyond the building into an exterior side yard and/or front yard; b) Bay, Box, or Bow Windows with or without foundations may encroach a maximum of 1.0 m into a required front, exterior side, or rear yard; c) the maximum encroachment for steps, stairs, landings, ramp, or barrier-free access feature is 0.5 m into a required parking space in a private garage. d) Covered or uncovered Porch, Canopy or Portico, may encroach 2.0 m into a required front yard, 1.5 m into a required exterior side yard, and 0.6 m into a required interior side yard, provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. e) Steps associated with a porch or deck may encroach up to 0.5 m from the front lot line f) Decks, terraces, balconies may encroach a distance equal to the minimum yards of the main dwelling and equal to the permitted porch encroachment in front yard. g) Fireplaces may encroach a maximum 0.6 m into the required side yard or 50% of the minimum required side
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			yard provided a minimum setback of 0.6 m is maintained to an interior side yard lot line. h) Chimneys or vents may encroach a maximum of 0.6 m into any required yard, provided that a minimum setback of 0.6m is maintained to the lot line. i) Sills, Cornices, Parapets or other similar ornamental architectural features may encroach a maximum of 0.6 m extending from a main building wall or permitted encroachment provided that a minimum setback of 0.5 m is maintained to a lot line. j) Eaves may encroach a maximum of 0.6 m from a main building wall or permitted encroachment provided that a minimum setback of 0.2 m is maintained to an interior side lot line k) For units without a private garage, an enclosed garbage structure is permitted in front yard to the depth of the allowable porch encroachment. 3.5 ZONE STANDARDS For Dwelling, <i>Stacked Townhouse</i>: <table><tr><td>Lot Area (minimum)</td><td>nil</td></tr><tr><td>Lot Frontage (minimum)</td><td>nil</td></tr><tr><td>Building Area (maximum):</td><td>N/A</td></tr><tr><td>Backyard Amenity Area (minimum):</td><td>nil</td></tr><tr><td>Front Yard (minimum)</td><td>2.5 m</td></tr><tr><td>Exterior Side Yard (minimum):</td><td>2.4 m</td></tr><tr><td>Rear Yard (minimum):</td><td>2.4m</td></tr><tr><td></td><td>0.5m is permitted to a Lane</td></tr><tr><td>Interior Side Yard (minimum):</td><td>1.5 m</td></tr><tr><td>Building Height (maximum):</td><td>Greater of 20 m or 5 storeys</td></tr><tr><td>Landscaped Area (minimum):</td><td>nil</td></tr><tr><td>Parking Requirements (minimum):</td><td></td></tr><tr><td>Residents</td><td>1.0 parking space per dwelling unit</td></tr><tr><td>Visitor</td><td>0.15 parking spaces per dwelling</td></tr><tr><td>Amenity Space (minimum):</td><td>2m² per dwelling unit</td></tr></table> 3.4.1 PERMITTED ENCROACHMENTS for Dwelling, <i>Stacked Townhouse</i> a) the minimum setback from front wall of a building to a public or private street, sidewalk, walkway or parking space not located in a driveway is 3.0 m; b) Bay, Box, or Bow Windows with or without foundations may encroach a maximum of 1.0m into a required front, exterior side, or rear yard; c) the minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a public or private street, sidewalk, walkway or parking space is 1.0 m; d) the minimum setback from the vehicular door of a private garage to a public or private street, sidewalk, walkway or parking space not located in a driveway is 5.5 m;	Lot Area (minimum)	nil	Lot Frontage (minimum)	nil	Building Area (maximum):	N/A	Backyard Amenity Area (minimum):	nil	Front Yard (minimum)	2.5 m	Exterior Side Yard (minimum):	2.4 m	Rear Yard (minimum):	2.4m		0.5m is permitted to a Lane	Interior Side Yard (minimum):	1.5 m	Building Height (maximum):	Greater of 20 m or 5 storeys	Landscaped Area (minimum):	nil	Parking Requirements (minimum):		Residents	1.0 parking space per dwelling unit	Visitor	0.15 parking spaces per dwelling	Amenity Space (minimum):	2m ² per dwelling unit
Lot Area (minimum)	nil																																
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Residents	1.0 parking space per dwelling unit																																
Visitor	0.15 parking spaces per dwelling																																
Amenity Space (minimum):	2m ² per dwelling unit																																

			e) despite paragraph above, the minimum setback from the vehicular door of a private garage, where the garage is accessed at the rear of the dwelling by a public or private street, is 0.5m; f) the minimum setback from the side wall of any building to a walkway is 1.5 m; g) the minimum setback from the side wall of any building to any other building on the same block, a public or private street, sidewalk or parking space is 3.0 m; h) despite paragraphs above, there is no minimum setback between attached units; i) the minimum setback from a front or rear wall of any building to any other building on the same lot is 9.0 m; j) the minimum setback of any building to any lot line where the adjacent use is the interior side yard for any single detached or semi-detached built form is 9.0 m; k) the minimum setback of any building to any lot line where the adjacent use is the rear yard for any single detached or semi-detached built form is 4.5 m; l) the minimum outdoor amenity area is the greater of 2.5 sq.m per dwelling unit or 5% of the site area; m) the maximum encroachment for eaves, sills, fireplaces, cornices, parapets, pilasters, shadow boxes or other similar ornamental architecture features is 0.6 m extending from a main building wall, a bay, box or bow window, a covered or uncovered porch or balcony into a required yard.
RMD	BBB	- Additional Residential Unit - Art Gallery - Artist Studio and Gallery - Bakery - Building, Apartment - Building, Apartment, Senior Citizens - Building, Mixed Use - Business Office - Clinic - Convenience Store - Day Nursery - Dry Cleaning or Laundry Outlet - Dwelling, Apartment Building - Dwelling, Back-to-Back Townhouse (subject to RMD-AAA) - Dwelling, Detached (subject to RMD-AAA) - Dwelling, Detached, Rear-Lane (subject to RMD-AAA) - Dwelling, Semi Detached - Dwelling, Semi Detached, Rear-Lane - Dwelling, Stacked Townhouse (subject to RMD-AAA) - Dwelling, Townhouse (subject to RMD-AAA) - Dwelling, Townhouse, Rear-Lane (subject to RMD-AAA) - Dwelling, Multiplex - Dwelling, Stacked Townhouse (subject to RMD-AAA) - Financial Institution - Fitness Centre - Grocery Store	Definitions subject to RMD-AAA 4.0 ZONE STANDARDS For a <i>Building, Apartment; Building, Mixed Use; Building, Apartment, Senior Citizen; Seniors Retirement Facility, and Long-Term Care Facility:</i> Lot Area (minimum) nil Lot Frontage (minimum) nil Building Area (maximum): N/A Front Yard (minimum) 1.5 m Exterior Side Yard (minimum): 1.5 m Rear Yard (minimum): 1.5 m Interior Side Yard (minimum): 3 m Setback to a Sight Triangle (minimum) nil Driveway and Parking Space setback (minimum): 3 m Building Height (maximum): Greater of 48 m or 12 storey excluding rooftop mechanical rooms and equipment Parking Requirements (minimum): For a <i>Building, Apartment</i> or <i>Building, Apartment, Mixed Use:</i> Residents: 0.1 parking space per dwelling unit Visitors: 0.15 parking space per dwelling unit

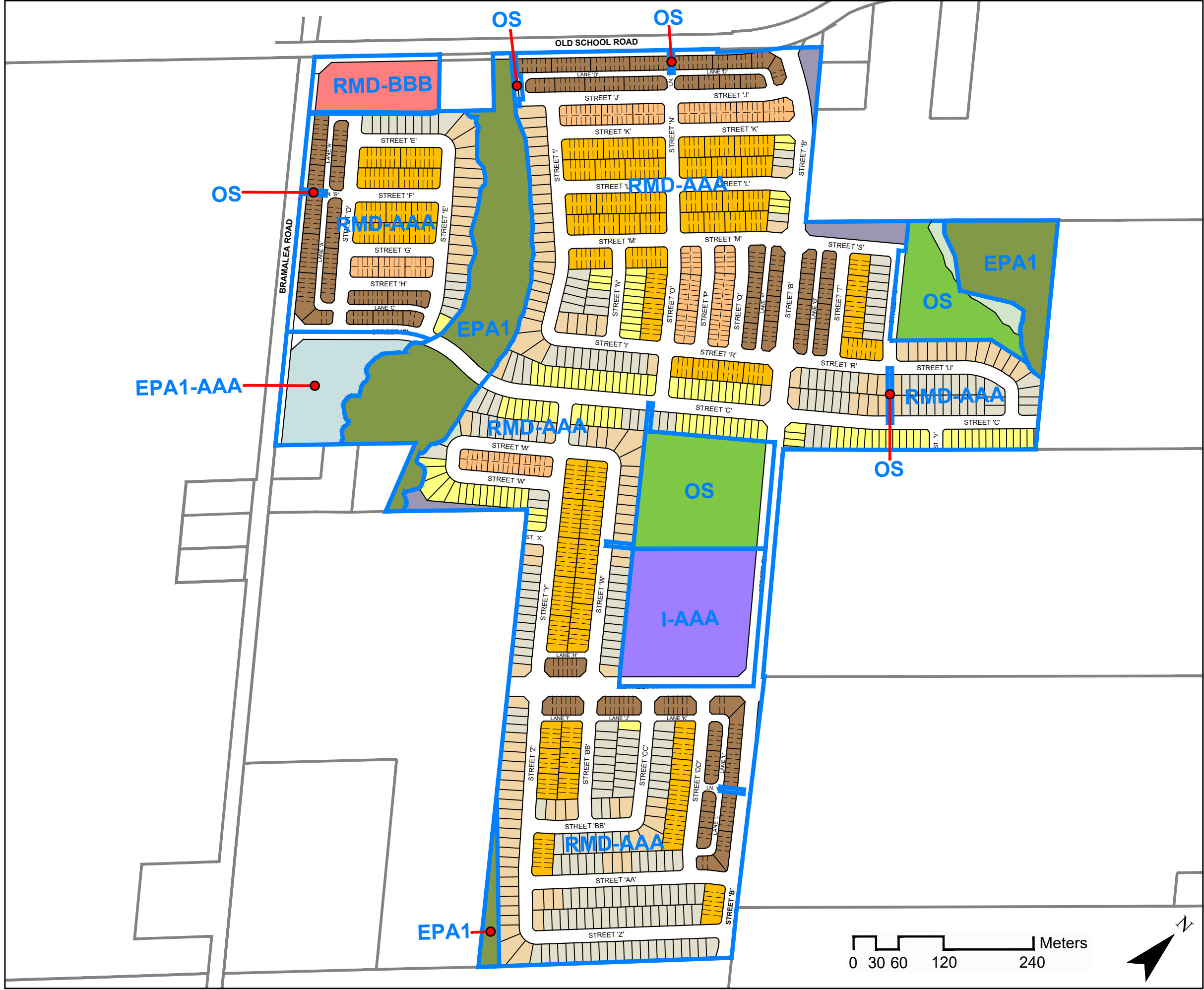
		- Home Occupation - Laundromat - Live-Work Unit - Merchandise Service Shop - Non Market Housing - Outdoor Display or Sales Area, Accessory - Patio, Outdoor - Personal Service Shop - Pharmacy - Place of Assembly - Place of Entertainment - Printing and Processing Service Shop - Restaurant - Retail Store - Retail Store, Accessory - Sales, Service and Repair Shop - School - Seniors Retirement Facility - Training Facility - Video Outlet/Rental Store - Wellness Centre	Visitor and non residential use parking spaces may be shared. For a <i>Seniors Retirement Facility</i>: Residents: 0.5 <i>parking space</i> per dwelling unit Visitors: 0.15 <i>parking space</i> per dwelling unit For a <i>Long-Term Care Facility</i>: Residents: 0.3 <i>parking space</i> per bed Visitors: 0.15 <i>parking space</i> per dwelling unit Non-Residential Use: 1 <i>parking space</i> per 25 sq. m. net floor area Landscaped Open Space (minimum): 15% of the lot Planting Strip (minimum): 3 m along a street line adjacent to a parking area Amenity Area (minimum): 2 m² per unit or 10% of the site area.
I	CCC	- Artist Studio and Gallery - Accessory to a Training Facility - Long Term Care Facility - Museum - Place of Worship	
EPA1	DDD	- Stormwater Management Facility - Recreation, Non-Intensive	
OS		-Park -Parkette	

1. Schedule “A”, Zone Map 1 of By-law 2006-50, as amended is further amended for Part of Lots 21 & 22 Concession 5, E.H.S. (Township of Chinguacousy), Town of Caledon, Regional Municipality of Peel, from “Agricultural” Zone (A1) and “Environmental Policy Area 2” (EPA2) Zone to “Residential Mixed Density – Exception AAA (RMD-AAA) Zone, “Residential Mixed Density – Exception AAA (RMD-BBB) Zone, Institutional (I) Zone, Environmental Policy Area One – Exception AAA (EPA1 - AAA) Zone and Open Space (OS) Zone in accordance with Schedule “A” attached hereto.

Read three times and finally
passed in open Council on the
XX day of XXXXXX, 2026.

Annette Groves, Mayor

Kevin Klingenberg, Municipal Clerk



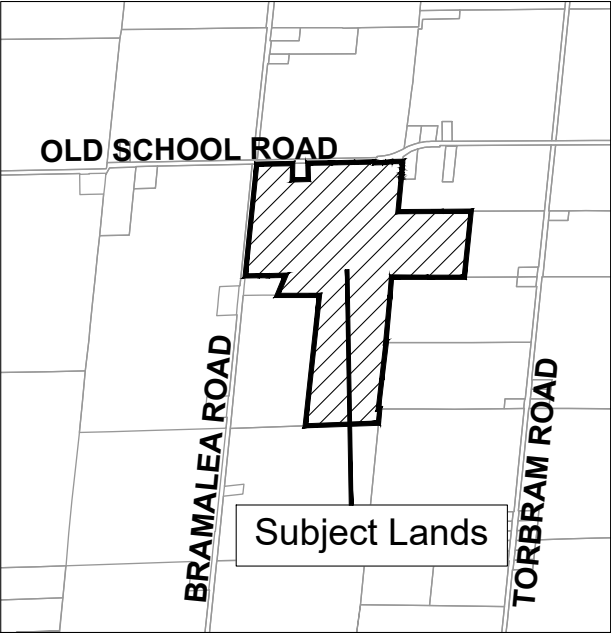
Schedule A
By-law 2026-__

Part of Lots 21 & 22
Concession 5, E.H.S.
(Township of Chinguacousy)
Town of Caledon
Regional Municipality of Peel

Legend

 Lands to be rezoned to the zones identified on this Schedule

Key Map



Date: April 27, 2026

File: