

TOWN OF CALEDON
PLANNING
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Dec 19, 2024

PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF A
ZONING BY-LAW AMENDMENT
AND
PROPOSED DRAFT PLAN OF
SUBDIVISION**

**12455 Creditview Road, Caledon
TOWN OF CALEDON**

Argo Alloa (BT) Corporation
December 2024

GSAI File: 792-031

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1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by Argo Alloa (BT) Corporation to assist in obtaining the necessary planning approvals to facilitate the development of 12455 Creditview Road in the Town of Caledon (the ‘Subject Lands’ or ‘Site’) legally referred to as,

PART LOT 20, CONCESSION 3 WEST OF HURONTARIO STREET
CHINGUACOUSY, PART 1, PLAN 43R-40486 TOWN OF CALEDON

The Subject Lands are generally located on the east side of Creditview Road, north of Mayfield Road, in the Town of Caledon. See Section 2.0 of this Report for a detailed description of the Subject Lands.

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

The Subject Lands are located within the proposed Alloa Secondary Plan Area, which is subject to an active Official Plan Amendment application under file POPA 2024-0004 submitted July 5, 2024. Furthermore, the subject lands are located in the proposed Phase 1 Tertiary Plan area.

To implement the proposed Alloa Secondary Plan and Phase 1 Tertiary Plan, Applications for a Zoning By-law Amendment and Draft Plan of Subdivision are proposed to facilitate the development of the Subject Lands in accordance with the land uses generally proposed by the Secondary Plan.

The purpose of this report is to outline the nature of the proposed amendment and to evaluate the proposal in the context of the policies of the Provincial Planning Statement, the Region of Peel Official Plan, and the Town of Caledon Official Plan.

2.0 Site Description

The Subject Lands are generally located on the east side of Creditview Road, north of Mayfield Road, see **Figure 1: Aerial Context Map**. The Subject Lands has an area of approximately 40.1 hectares (99.09 acres) with a frontage of approximately 500 metres (1,640.42 feet). The lands are currently used for agricultural purposes and contain a dilapidated detached dwelling. The north-east portion of the land contains an existing woodland and the Alloa Drain generally straddles the southerly property line.

The land is surrounded by agricultural uses on all sides. These existing agricultural lands are being planned for a residential community as part of the proposed Altoa Secondary Plan.

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

The Subject Lands receive direct access from Creditview Road. The proposed Draft Plan of Subdivision will introduce a new internal road network to the Subject Lands. This includes a centrally located north-south collector road (Black Horse Drive) connecting to future subdivisions planned north and south of the Subject Lands and a series of local roads. More on the proposed subdivision in Section 3 of the report.

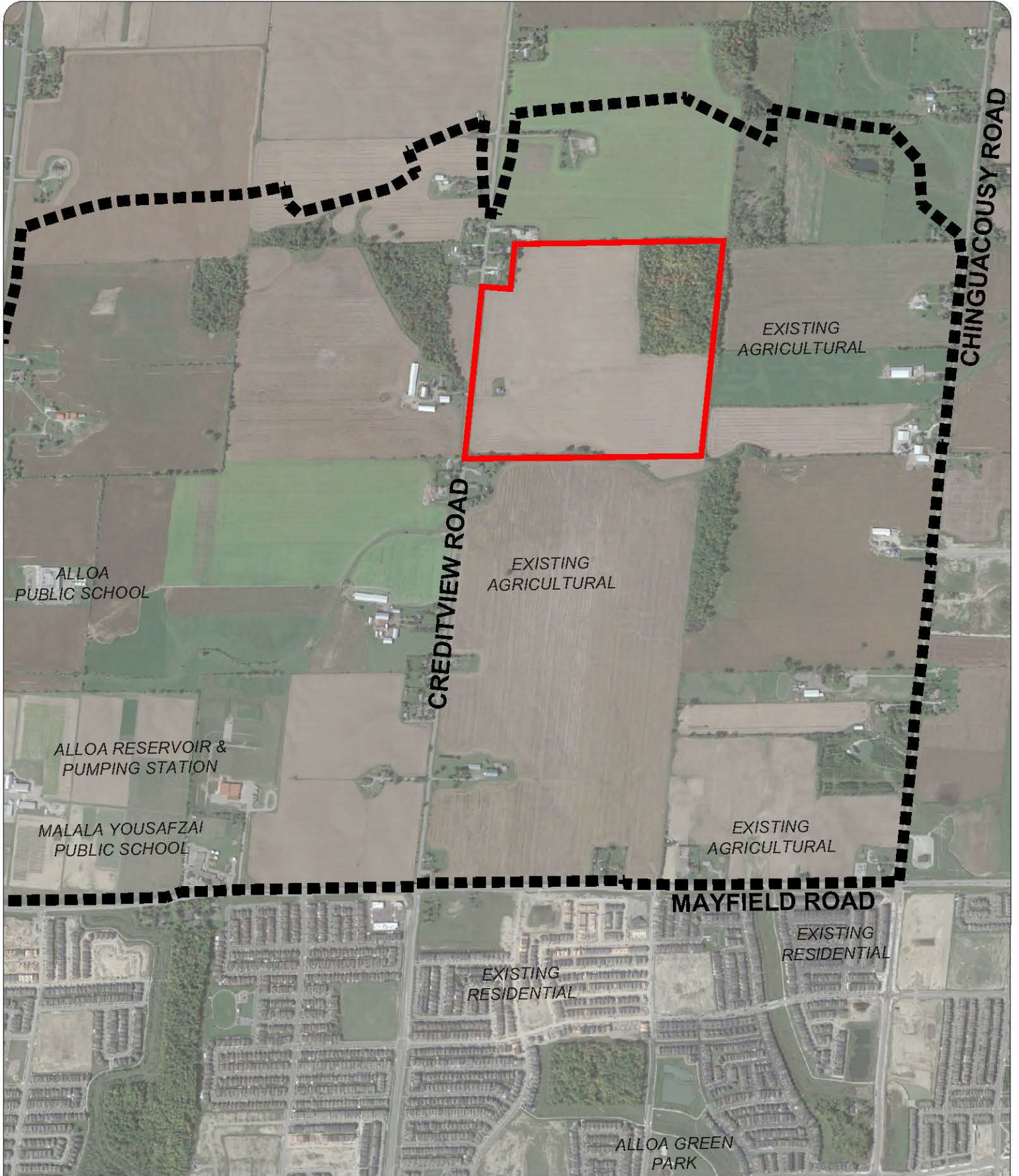


FIGURE 1 **AERIAL CONTEXT PLAN**
TOWN OF CALEDON

- Subject Lands
- Alloa Secondary Plan Boundary

PART OF LOT 20, CONCESSION 3,
WEST OF HURONTARIO STREET
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 31, 2024

2.1 Transportation Network

The Subject Lands are centrally located between Mayfield Road to the south and Old School Road to the north. Mayfield Road is classified as a Regional Arterial and extends east-west across the Region of Peel. The section of Mayfield Road between Chinguacousy Road and Mississauga Road is planned to be expanded from two to five lanes, with completion in 2027. Old School Road is classified as a Town Arterial which will accommodate moderate volumes of medium-distance traffic at moderate speeds and support the Regional road system. Within the current agricultural context, there are no existing east-west roadway connections.

The Subject Property currently receives direct access from Creditview Road which connects Mayfield Road and Old School Road.

3.0 Draft Plan of Subdivision

As illustrated on the proposed Draft Plan of Subdivision, see **Figure 2: Draft Plan of Subdivision**, Argo Mayfield West is proposing to develop the Subject Lands for a mix of low and medium density residential land uses in the form of detached singles, and a range of townhouse forms. Further, the design is intended to retain the existing woodland (north east corner) with a proposed 10-metre protective buffer as well as the retention of the Alloa Drain in the form of a proposed future channel block forming the southern boundary of the proposed draft plan of subdivision. A Stormwater Management Pond is proposed within the south-west portion of the lands. The Conceptual Plan of Subdivision also shows a proposed local road network, including a proposed north-south collector road connection to Mayfield Road.

The proposed draft plan of subdivision includes:

- 380 lots of single detached residential, with a variety of lot frontages: 10.4m (34'), 11.0m (36'), 11.6m (38'), 12.8m (42'), and 15.24m (50') totaling an area of 11.81 hectares (29.18 acres).
- 100 street townhouses within 18 blocks totaling an area of 1.86 hectares (4.6 acres).
- 33 rear lane townhouses within 6 blocks totaling 0.42 hectares (1.04 acres).
- 50 back-to-back townhouses within 4 blocks totaling 0.46 hectares (1.14 acres).
- One stormwater management pond block of 4.11 hectares (10.16 acres).
- One environmental policy area block for an existing woodland of 8.29 hectares (20.46 acres).
- Two Natural Heritage System Channel blocks of 4.78 hectares (11.81 acres).
- Residential reserve blocks totaling 0.04 hectares (0.10 acres).
- Road widening blocks totaling 0.39 hectares (0.96 acres).
- Internal road network totaling 7.98 hectares (19.73 acres).

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 380 Single Detached residential lots. The single detached lots are a mixture of lots with 10.4m (22 lots), 11.0m (55 lots), 11.6m (40 lots), 12.8m (190 lots), and 15.24m (73 lots) frontages. Single detached houses developed on these individual lots will have direct frontage and access to the internal street network. Each dwelling will have a private garage and driveway and will accommodate required vehicular parking on the lot. Private outdoor amenity space will be provided by way of a rear yard for each lot. The proposed lot depth promotes a more compact build form without compromising on functionality.

Street Townhouse Blocks

A total of 18 Street Townhouse Blocks are being proposed, comprising 100 residential units. The townhomes are generally located on the north-west corner of Black Horse Drive (new collector road) and McMinn Drive, this placement will enhance the accessibility of the units to Creditview Road. These townhouses will be developed on individual lots with direct access to a street. Each street townhouse will generally 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 4 Back-to-Back Townhouse Blocks are being proposed which will constitute 50 units. The Back-to-Back townhouses will be located in the same area as the street townhouses and rear-lane townhouses. The back-to-back townhouses will be developed on individual lots with front-loaded access to the street. Amenity space will be provided by way of 2nd floor terraces or balconies.

Rear Lane Townhouse Blocks

A total of 6 Rear Lane Townhouse Blocks are being proposed, which will collectively comprise 33 residential units and are located along Creditview Road on the western boundary of the Subject Lands. This strategic placement serves a functional purpose by creating a smooth transition from the collector road to the interior sections of the community. These townhouses will be developed on individual lots with access to a rear-lane. Each rear-lane townhouse unit will provide two vehicular parking spaces in an attached two-car garage. Amenity space will be provided by way of 2nd floor terraces or balconies.

Residential Reserve

The Draft Plan of Subdivision also includes 2 Residential Reserve Blocks located at the fringes of the Subject Lands, designated for future dwellings. The development of these lands will be coordinated with adjacent landowner as they decide to proceed with their development applications. This approach ensures a cohesive and integrated expansion of the subdivision, accommodating future growth and diverse housing needs.

Stormwater Management Pond Block

A Stormwater Management Pond Block is being proposed in the southwestern corner of the proposed draft plan of subdivision abutting Creditview Road and the NHS Channel. This stormwater pond will serve the Subject Lands including lands to the north.

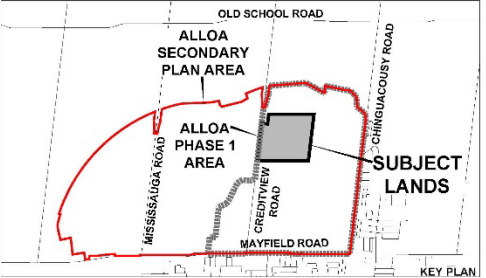
Environmental Policy Area Block

In the northeastern corner of the draft plan of subdivision lies an existing woodland that will be protected. To safeguard this environmental policy area, a 10-meter buffer is also proposed along the boundary of the woodland. This buffer zone is designed to safeguard the woodland's ecological integrity, ensuring the preservation of local biodiversity and contributing to the overall environmental sustainability of the subdivision.

Road Network

The proposed Draft Plan of Subdivision includes an internal public street network that aligns with the street network proposed in the Tertiary Plan. Black Horse Drive serves as the primary north-south connection to surrounding subdivisions and connection to Mayfield Drive to the south. McMinn Drive provides an east-west connection from Creditview Drive. This network is designed to enhance connectivity and accommodate the generated traffic effectively.

The subdivision features a well-planned internal road network that ensures logical traffic flow throughout. The collector road is proposed with right-of-way widths of 22m, while local roads will have widths of 18m. Additionally, the proposed laneways have a right-of-way width of 8m. All local and collector roads will provide sidewalks on both sides as required by the ATMP.



**DRAFT PLAN OF SUBDIVISION
ARGO ALLOA (BT) CORPORATION
FILE # 217- C**

PART OF LOT 20, CONCESSION 3,
WEST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEELE

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

SIGNED: TRUMP KUMARANAYAKE DATE: JULY 17, 2024
A. U. KUMARANAYAKE, O.L.S.
R.I.P.E. SURVEYING LTD.
843 GERRARD ROAD, SUITE 7
WOODBRIDGE, ON L4L 8A3
PHONE: (416) 585-5500

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 - 10.0m (33') | | 0.50 | 0.68 | 22 | 27.50 |
| DETACHED - 11.0m (36') | | 1.69 | 4.15 | 55 | 32.54 |
| DETACHED - 11.5m (38') | | 1.55 | 3.21 | 40 | 33.77 |
| DETACHED - 12.0m (40') | | 2.34 | 5.04 | 52 | 35.49 |
| DETACHED - 12.5m (42') | | 2.75 | 6.80 | 107 | 39.01 |
| DETACHED - 12.8m (42') (CORNER) (15.0m DPT) | | 0.99 | 2.17 | 31 | 35.23 |
| DETACHED - 13.2m (43') | | 2.30 | 5.61 | 73 | 31.06 |
| STREET TOWNHOUSE - 7.5m (25') | | 0.94 | 2.06 | 46 | 54.70 |
| ST. 1.1 (1.0m) (2.0m) - 6.1m (20') | 389-396 | 1.07 | 2.67 | 14 | 67.94 |
| BEAR LAKE TOWNHOUSE - 6.0m (20') | 399-404 | 0.42 | 0.4 | 33 | 75.57 |
| BACK TO BACK TOWNHOUSE - 6.4m (21') | 405-408 | 0.45 | 1.14 | 50 | 108.70 |
| SWIM POND | 409 | 4.11 | 10.18 | | |
| ENVIRONMENTAL POLICY AREA | 410 | 0.23 | 0.2 | | |
| NRS CHANNEL | 411, 412 | 4.78 | 11.81 | | |
| RESIDENTIAL RESERVE | 413, 414 | 0.24 | 0.10 | | |
| ROAD WIDENING | 415 | 0.39 | 0.96 | | |
| 3.0m RESERVE | 416-424 | 0.33 | 0.80 | | |
| 9.0m LANEWAY R.O.W. (LENGTH 125m) | | 0.13 | 0.32 | | |
| 16.0m 15.0m LOCAL R.O.W. (LENGTH 3,514m) | | 3.8 | 16.39 | | |
| 22.0m LOCAL R.O.W. (LENGTH 616m) | | 1.57 | 3.59 | | |
| TOTAL | 424 | 40.14 | 99.19 | 663 | 38.69 |

- NOTES**
- McMinn Drive & Creditview Road 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 Radii - 5.0m
 - Pavement Illustration is Diagrammatic
 - All Intersection Angles are 90° unless otherwise noted

FIGURE
2



SCALE: 1:1500
(24 x 36)
AUGUST 8, 2024

ARGO DEVELOPMENT CORP
GSAI Glen Schnarr & Associates Inc.

4.0 Zoning By-law Amendment

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

- **RMD-686-H39A-H39B** (Mixed Density Residential-Special Exception 686 -Holding Provision 39A - Holding Provision - 39B); and
- **EPA1-H39A-H39B** (Environmental Policy Area One - Holding Provision 39A - Holding Provision 39B)

The applicant is proposing to generally maintain the existing zones, with the exception of two minor revisions to the RMD-686 zone. These revisions are requested to facilitate a more efficient delivery of housing units. No revisions are proposed to the EPA1 zone.

A summary of the revisions is provided below:

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

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

5.0 Consultation Process

A Pre-Application Review Committee (PARC) meeting was held with the Town of Caledon on June 6, 2024. Town of Caledon Staff, Region of Peel Staff, members of Argo Alloa (BT) Corporation, and GSAI were in attendance. At the meeting, requirements for a complete development submission were discussed. The required studies and reports prepared in support of this complete development submission are detailed in Section 6.0 below.

Notice of Application

The public engagement process will follow the public notification and engagement procedures as prescribed by the *Planning Act* and guided by the Official Plan. Notice of Application will be

placed in the Caledon Enterprise, Caledon Citizen and Brampton Guardian. In addition, the Notice will be mailed to all landowners within 120 m (393.7 ft) and placed on the Town's website. A Development Notice will also be posted on the property.

Agency and Department Review

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

Public Meeting

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

5.1 Indigenous Consultation Process

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

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

6.0 Supportive Studies and Reports

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

6.1 Arborist Report and Tree Preservation Plan

C.F. Crozier & Associates Inc. was retained to provide a tree inventory and assessment of existing trees within the Subject Property. Field work was completed on June 21, 2024, and the report

relates to the condition of the trees as observed on that date. The report is intended to describe the health and composition of the existing trees on site, the evaluation of which will inform the Tree Preservation Plan.

During the field work a total, eighty-four (84) individual trees were inventoried and assessed. A total of twenty-eight (28) trees are proposed to be removed and fifty-six (56) are to be retained. The majority of the trees are in good to fair condition and will be compensated for with fifty-one (51) compensation trees required. The trees in poor condition will be removed due to their condition. Recommendations for the proposed retention of trees were based on the development proposal and the health and condition of the trees while assuming best practices during construction.

6.2 Archaeological Assessment

Parslow Heritage Consultancy Inc. (PHC) completed a combined Stage 1-2 archaeological background assessment. The Stage 1 background assessment concluded that the study area retained archaeological potential and should undergo Stage 2 property survey. The objectives of the Stage 2 assessment are to determine if there are archaeological resources present on the property and to assess whether the identified resources have cultural heritage value or interest.

The Stage 2 property survey took place between November 18th and December 2nd, 2022. The property survey followed MCM Standards and Guidelines Sections 2.1.1 Standards 1-9 for the ploughed agricultural fields, and 2.1.2 Standards 1-9 for the house lot and lawns. The property survey resulted in the identification and recovery of 4 isolated Indigenous findspots (P1-P4) consisting of: flake fragment, utilized flake, end scraper, and Brewerton Corner Notched projectile point that had been reworked into a side scraper. The diagnostic nature of P4 led to its registration in the OASD as AkGx-722. Intensification around these findspots did not result in any additional artifacts, suggesting that these artifacts represent transitory behaviour through the study area as opposed to habitation. As such, further work (Stage 3) is not recommended, and the property is clear of further archaeological potential.

6.3 Environmental Implementation Report / Environmental Impact Study

Crozier Consulting Engineers was retained by the Alloa Landowners Group to coordinate and prepare an Environmental Impact Report (EIR) in support of the Phase 1 Tertiary Plan and associated future Draft Plans of Subdivision and site plans. Additionally, owing to the scale of the study area, a larger Consultant team was retained which includes Urbantech (civil and water resources engineering), GEO Morphix Ltd. (fluvial geomorphology), Azimuth Environmental Consulting Inc. (Azimuth) and Cunningham Environmental Associates (Cunningham) (wildlife, fisheries, and terrestrial), Pratus Group (climate adaptation) and Crozier (hydrogeology). This EIR adheres to the Provincial Policy Statement, Region of Peel and Town of Caledon Official Plans, and relevant TRCA/CVC regulations.

The purpose of the EIR is to provide a description and background review of the physical and ecological characteristics of natural heritage features from the subject and adjacent lands, including

ecological functions, significance, and sensitivity. Additionally, the EIR provides an overview of servicing and stormwater management strategies for the Alloa Phase 1 lands.

Crozier and the Consultant team concluded through their analysis that:

- All significant natural heritage features have been identified and confirmed jointly by TRCA, CVC, Town of Caledon and Project Team members. These features have been protected and associated buffers applied.
- Through restored buffers and the proposed transformation of the degraded Alloa Drain into a significant greenway corridor, the Alloa Phase 1 Tertiary Plan has created a significant opportunity for the expansion of the Natural Heritage System.
- The Alloa Phase 1 Tertiary Plan has achieved a net benefit to the existing habitat by adding significant vegetation cover/diversity and resulting net gain to Performance Measure targets.
- It is recommended that additional studies may be required and/or a scoped EIS be completed where any significant changes to Alloa Phase 1 Tertiary Plan have resulted since the completion of this report. The requirement for any additional study shall be determined by the Town of Caledon in consultation with the relevant agency(s).
- Agencies and the Project Team should continue to collaborate to align development with the Tertiary Plan's objectives and policies. This includes coordinating efforts in civil and water resources engineering, fluvial geomorphology, terrestrial and fisheries management, climate adaptation, and hydrogeology.

6.4 Environmental Site Assessment

DS Consultants Ltd. was retained to conduct a Phase Two Environmental Site Assessment (ESA), which was carried out in conjunction with a geotechnical investigation. The assessment involved the advancement of 14 boreholes, the installation of eight monitoring wells, and the collection of soil and groundwater samples to analyze potential contaminants of concern.

In the majority of boreholes, a surficial layer of topsoil approximately 200 to 380 mm thick was encountered. Groundwater flow direction was interpreted as northwesterly in the western portion of the site, towards the creek that traverses the west boundary, and southerly in the eastern portion towards Fletcher's Creek.

Chemical analyses of groundwater samples indicated that the applicable Site Condition Standards have been met. For detailed findings and further information, please refer to the ESA included in the submission package.

6.5 Functional Services Report and Stormwater Management Report

Urbantech was retained to conduct a Functional Services Report (FSR) and Stormwater Management Report. The FSR and Stormwater Management Report was submitted as part of the Phase 1 Tertiary Plan submission. As part of this submission, Urbantech has prepared letters of compliance for the proposed Draft Plan of Subdivision and Zoning By-law Amendment. These letters confirm that the development proposal will comply with the recommendations and servicing concepts described in the Alloa Tertiary Plan – Phase 1 Functional Servicing Report (September

2024). The letters of compliance attached as part of the submission package include a Storm Servicing Plan, a Sanitary Drainage Plan and a Water Servicing Plan.

6.6 Geotechnical Report

DS Consultants Ltd. was retained to conduct a preliminary geotechnical investigation at the project site. Boreholes were drilled to depths ranging between 6.2 and 10.5 meters below the existing grade to assess subsurface conditions.

The report noted that high groundwater levels (0.2 to 0.9 m above existing ground surface, artesian condition) were encountered at some of the boreholes. The high groundwater table may create constraints to safe excavations for basement, foundations, utility trenches and stormwater management ponds.

The floor slab can be supported on grade provided all topsoil, fill, reworked native and surficially softened/disturbed native soils are removed and the base thoroughly proof rolled. The fill required to raise the grade can consist of inorganic soil, placed in shallow lifts and compacted to 98 percent of Standard Proctor Maximum Dry Density (SPMDD).

If engineered fill is utilized to support the foundations, the floor slab can also be placed on this engineered fill. To manage moisture, a barrier of at least 200 mm of 19 mm clear crushed stone should be installed beneath the floor slab.

The site, with proposed structures founded on either competent native soils or engineered fill, is classified as 'Class D' for seismic site response, in accordance with current guidelines.

6.7 Healthy Development Assessment

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

6.8 Hydrogeological Study

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

6.9 Noise Study

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise Feasibility Study for the proposed mixed-use development of the Subject Lands. The transportation noise source with the potential for impact at the subject site is road traffic on Creditview Road and Black Horse Drive. There are no stationary noise sources in the vicinity with the potential for impact at the subject site.

To meet the noise guideline limits the report made the following recommendations.

- The assessment shows that the provision for adding air conditioning is required at:
 - Dwellings in proximity to Creditview Road (specifically, Blocks 31, 32, 402 to 405, and the residential reserve block 413); and,
 - The first row of detached dwellings and townhouse blocks from Black Horse Drive (Blocks 1 to 14, 67 to 75, 98, 99, 134, 135, 150, 151, 172 to 180, 193, 332, 368 to 380, 388, 389, and 398).
- For detached dwellings and townhouse blocks, the provision for adding air conditioning typically takes the form of a ducted ventilation system suitably sized to permit the addition of central air conditioning by the occupant.

The unmitigated daytime OLA sound level at dwellings with rear yards adjacent to Creditview Road and Black Horse Drive are predicted to exceed 55 dBA.

- At these dwellings (Blocks 14, 32, 98, 99, 134, 135, 150, 151, 193, 332, 389 and 398), 1.8 m high sound barriers will mitigate the daytime OLA sound levels to below the 55 dBA design objective and are recommended.

The Noise Report provides recommended warning clauses that should be included, Table 3 and the notes to Table 3 summarize the warning clauses for the development proposal.

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

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

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

6.12 Waste Management Plan

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

The Waste Management Plan illustrates the sufficient turning radius and width for all streets including a sketch showing the location of waste storage for the laneway units.

6.13 Housing Assessment

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

Proposed Development

The proposed draft plan of subdivision is expected to accommodate a diverse population, reflecting the growing housing demand in both the Greater Toronto Area (GTA) and the Town of Caledon.

The need for larger, family-oriented units has increased significantly across the GTA, including in Caledon, driven by demographic trends such as population growth and shifting household preferences. The proposed plan responds to this trend by striking a balance in its housing mix, as outlined in the table below.

The draft plan has been designed to provide a variety of housing options focusing on ground-orientated housing products, offering flexibility in terms of tenure (rental and ownership), built form, unit size, and pricing. This diversity is intended to accommodate a wide range of future residents, including families, singles, and seniors. The range of permitted residential forms includes single-detached dwellings and various types of townhouses such as traditional, stacked, and back-to-back. This assortment ensures that households of different sizes, including larger families, will have access to suitable housing.

Table 1: Unit and Population Estimate

| Draft Plan Unit and Population Estimate | | | | | |
|--|--------------------------|-------------------|------------------------|-------------------|---------------|
| | Units Per Hectare | # of Units | PPU¹ | Population | Unit % |
| Total Population | | 563 | - | 1,987.1 | |
| Residential Area: Low Density | 30 | 380 | 3.64 | 1,383.2 | 67.5% |
| Residential Area: Medium Density | 60 | 183 | 3.3 | 603.9 | 32.5% |

¹ Draft 2024 Town of Caledon Development Charges Background Study

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

Affordability

On May 1, 2024, the Province of Ontario released the 2024 Affordable Residential Units Bulletin, a key policy document outlining the thresholds that define housing affordability across the province. The bulletin distinguishes between market-based thresholds and income-based thresholds to assess the affordability of residential units. These benchmarks are applied across various housing types, serving as a critical reference for municipalities, including the Town of Caledon, in their efforts to plan and regulate housing development.

While it has not yet been formally determined whether any specific units in this project will meet the official definition of “affordable” under the new thresholds, the proposal aims to broaden the spectrum of housing choices. While traditionally seen as more expensive, single-detached homes can play a role in promoting affordability when integrated thoughtfully within a larger development.

By incorporating a range of detached units potentially including smaller lot sizes or modular construction these homes can appeal to families seeking private outdoor space and larger living areas without compromising affordability. Additionally, a balanced mix of housing types within the development helps distribute infrastructure costs more efficiently, reducing the financial burden on individual units. Offering single-detached homes alongside higher-density options (whether it is in the same subdivision or surrounding communities) creates a more inclusive community, giving residents flexibility across income levels while supporting long-term stability and neighborhood diversity.

This diversification of housing types aligns with the Town of Caledon’s long-term urban planning objectives and the Province’s emphasis on housing affordability and inclusivity. By prioritizing a mix of unit types, the project reflects a progressive planning approach that supports a variety of lifestyles and income levels. These efforts will enhance the availability of more attainable housing options, contributing to the broader policy goals of addressing the housing affordability crisis across Ontario.

Planning Rational

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

Provincial Planning Statement (2024)

The Provincial Planning Statement, 2024 (PPS 2024) sets out guiding principles and policies to support long-term success and improve the quality of life for all Ontarians. The following sections of the PPS 2024 provide the framework that supports this proposal:

Section 2.1 Planning for People and Homes

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

Section 2.2 Housing

The development responds directly to the policy direction that municipalities maintain a sufficient supply and mix of housing options to meet projected demand. The development proposal provides a range of market-based housing, meeting the needs of diverse socio-economic groups, consistent with PPS 2024 goals for inclusivity and housing accessibility. The development aligns with the need for compact and efficient growth through higher-density zoning provisions and encourages intensification where services are already available, minimizing urban sprawl. By providing a range of unit types and sizes the market will automatically provide units that are more affordable to some. The exact location of exclusively affordable housing has not been determined and will possibly be confirmed during the secondary plan process.

Section 2.9 Energy Conservation, Air Quality and Climate Change

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

Section 3 Infrastructure and Public Facilities Overview

The subdivision ensures that infrastructure and public service facilities are planned for in a sustainable, cost-effective, and coordinated manner.

Region of Peel Official Plan (2022)

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

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

5.6.19.5 *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.*

5.6.20.14.8 *To ensure development in the 2051 New Urban Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

5.9.7 *Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.*

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

5.9.13 *Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.*

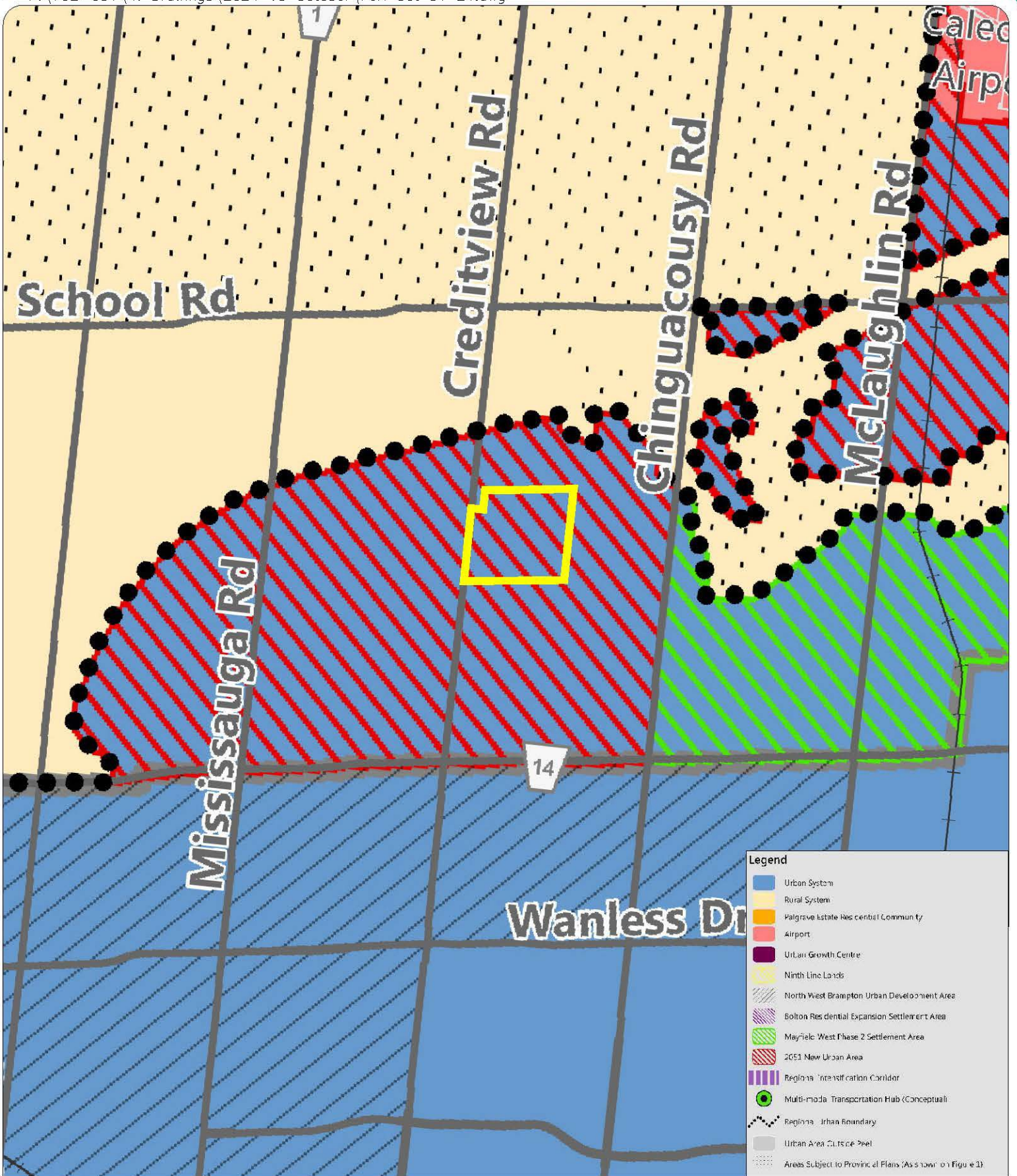
5.9.27 *Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.*

5.9.36 *Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.*

5.9.51 *Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.*

As per the Housing Assessment submitted in support of the Secondary Plan, the Draft Plan of Subdivision intends to contribute to a complete community that provides accessibility to multiple land uses and needs for future residents in the 2051 New Urban Area. As such a diverse range of ground orientated housing options is proposed, including accommodation for multi-unit, affordable, and possible secondary and accessory units. The Draft Plan of the Subdivision further

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



Legend

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- Urban Growth Centre
- Ninth Line Lands
- North West Brampton Urban Development Area
- Bolton Residential Expansion Settlement Area
- Mayfield West Phase 2 Settlement Area
- 2051 New Urban Area
- Regional Inter-connection Corridor
- Multi-modal Transportation Hub (Conceptual)
- Regional Urban Boundary
- Urban Area Outside Peel
- Areas Subject to Provincial Plans (As shown in Figure 1)

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

Subject Lands

PART OF LOT 20, CONCESSION 3,
 WEST OF HURON TARIO STREET
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL



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Future Caledon Official Plan (2024)

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

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

- a) achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas identified in Part B and identified as major transit station areas on Schedule C1, Town-wide Transportation Network, of this Plan;*
- b) development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;*
- c) encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,*
- d) consider flexible, innovative housing types and tenures.*

9.2.7 *All proposed housing developments will be subject to review based on the Green Development Standards established in accordance with Section 5.4 of this Plan.*

9.2.8 *The Town will require a housing assessment in support of a development application proposing more than 50 dwelling units. The housing assessment will be prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:*

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

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

The Future Caledon Official Plan defines missing middle as a range of housing types between detached dwellings and mid-rise apartment buildings that were more common before World War II. It includes additional residential units, multiple-attached dwellings, multiplexes and low-rise apartment buildings. The inclusion of single-detached units in the proposed development is motivated by the need to offer a well-rounded housing mix that accommodates diverse lifestyle preferences and market demands. While traditionally seen as more expensive, single-detached homes can play a role in promoting affordability when integrated thoughtfully within a larger development.

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

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

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

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

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

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

The Draft Plan aligns with the guiding principle of the Secondary Plan noted above. As discussed in Section 3.1 of this Assessment, the Secondary Plan promotes the achievement of the Town and Regional targets for affordable housing, rental tenure, and built form in conformity with the Future Caledon Official Plan. The Draft Plan provides ownership and opportunities for rental tenure, built form options, and a variety of pricing to accommodate future residents across their respective incomes, ages, and lifestyle.

The Secondary Plan permits residential uses, including affordable and rental units, across a net residential area of approximately 217.5 hectares (537.5 acres). The highest densities are anticipated in mixed-use areas, especially where near existing or planned public transit infrastructure, such as

in Special Policy Area 1. The mixed-use areas will additionally permit a broad range of uses, including live-work opportunities in multi-unit developments.

7.0 Policy Context

The following sections provide a review and analysis of the applicable Provincial, Regional, and Municipal policies and regulations. The following statutory documents have been reviewed:

- Planning Act;
- Provincial Planning Statement, 2024;
- Peel Regional Official Plan;
- Future Caledon Official Plan; and,
- Town of Caledon Zoning By-law.

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

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

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

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

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

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

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

(p) the appropriate location of growth and development;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

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

Based on a review of Section 2 of the Planning Act, the approval of the proposed development would not conflict with the above-mentioned matters of provincial interest. Other matters of provincial interest identified in Section 2 of the Planning Act are not relevant to this application. This report has thoroughly addressed adherence to the applicable matters. Therefore, we are of the opinion that the proposed Amendments appropriately consider the matters of provincial interest as stipulated by the Planning Act.

7.2 Provincial Planning Statement (2024)

The Provincial Planning Statement was issued under section 3 of the Planning Act and came into

effect on October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The PPS is specific in its language but represents minimum standards for development in the Province. It is to be read in its entirety and to be read in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict. PPS policies may be complemented by locally generated policies regarding matters of municipal interest, and it is understood that municipal official plans are the most important vehicle for the implementation of the PPS and comprehensive, long-term planning.

The Subject Lands have been brought into the Region of Peel and Town of Caledon Settlement Area by way of the 2022 Region of Peel Official Plan and recently adopted Future Caledon Official Plan (2024), which is designated for growth and development.

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 of the PPS provides policy direction for municipalities on planning for growth and building complete communities. Planning authorities must base forecasts on Ontario Population Projections by the Ministry of Finance, with room for adjustments. Municipalities may continue using previous forecasts for land-use planning.

At the creation or update of an official plan, enough land must be available to meet projected needs for at least 20 years, but not more than 30 years. Planning for infrastructure and growth areas may extend beyond this time frame. Zoning orders by the Minister will add to projected needs and must be incorporated into future plans.

Planning authorities must ensure: a) A 15-year supply of land is available for residential development. b) At least a 3-year supply of land with servicing capacity for new development, including zoned lands and units in draft approved or registered plans.

In regions with both upper- and lower-tier municipalities, the lower-tier must align its land and unit supply with population allocations by the upper-tier municipality.

Planning should support diverse, accessible, and inclusive communities by: a) Accommodating a range of land uses, housing, transportation, employment, and public services (e.g., schools, childcare, long-term care, parks). b) Addressing barriers to accessibility for all ages and abilities. c) Enhancing social equity and quality of life for all people, including marginalized groups.

The development proposal will contribute to providing additional housing stock which varies in unit types to meet the housing supply need for the City of Caledon. The development proposal is also adding valuable public services such as a school and a park striving towards the vision of creating a complete community.

Housing

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

- a. Setting and implementing targets for affordable housing for low- and moderate-income households. They must also coordinate with Service Managers to address a full spectrum of housing needs, including affordable options.
- b. Allowing and encouraging:
 - Housing that meets social, health, and economic needs, including for special needs and changing demographics.
 - Residential intensification, such as redeveloping underutilized commercial and institutional sites (e.g., shopping malls) for housing, and increasing housing options in already developed areas, which leads to a net increase in housing units.
- c. Promoting housing densities that use land, resources, infrastructure, and public facilities efficiently, while also supporting active transportation.
- d. Requiring transit-supportive development, prioritizing intensification, and considering air rights development near transit corridors and stations.

The Proposed Development provides a variety of unit types. The introduction of the unit mix which is predominantly ground-orientated, offers opportunities for both existing and future residents to live in this area and have their needs met at different stages of life. The Proposed Development will achieve an appropriate density that is transit and active transportation-supportive and will efficiently use land and resources.

Settlement Areas

Section 2.3.1.1 of the PPS notes that “*settlement areas shall be the focus of growth and development.*” Furthermore, section 2.3.1.2 provides that “*land use patterns within settlement areas shall 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.

Section 2.3.1.3 further states *“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.”*

As previously noted, the Subject Lands are now located within a Settlement Area. The Proposed Development facilitates the development of an underutilized site within a Settlement Area, as supported by this policy objective. The Proposed Development represents an efficient use of land and resources or infrastructure. As required in the Secondary Plan along proposed Collector roads sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road. Local Streets will also provide sidewalks on both sides.

Infrastructure and Public Facilities Overview

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

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

Section 3.6 of the PPS emphasizes efficient planning for sewage, water, and stormwater services to accommodate growth while protecting health and the environment. The proposed development will result in the installation of new municipal services as outlined in the supporting and detailed Alloo Tertiary Plan – Phase 1 Functional Servicing Report (September 2024) from Urbantech.

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. Ensuring the provision of a diverse and equitable range of publicly accessible built and natural settings for recreation, catering to the needs of individuals of all ages and abilities. This includes the thoughtful distribution of facilities such as parklands, public spaces, open areas, trails, linkages, and, where feasible, water-based resources. Acknowledging the significance of provincial parks, conservation reserves, and other protected areas, while striving to minimize any negative impacts on these sensitive environments.

This section serves as a framework for creating inclusive, sustainable, and well-connected public spaces that support the recreational and social needs of the community. The development proposal

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

7.3 Region of Peel Official Plan (2022)

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

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

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

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

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

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

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

7.4 Future Caledon Official Plan (2024)

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

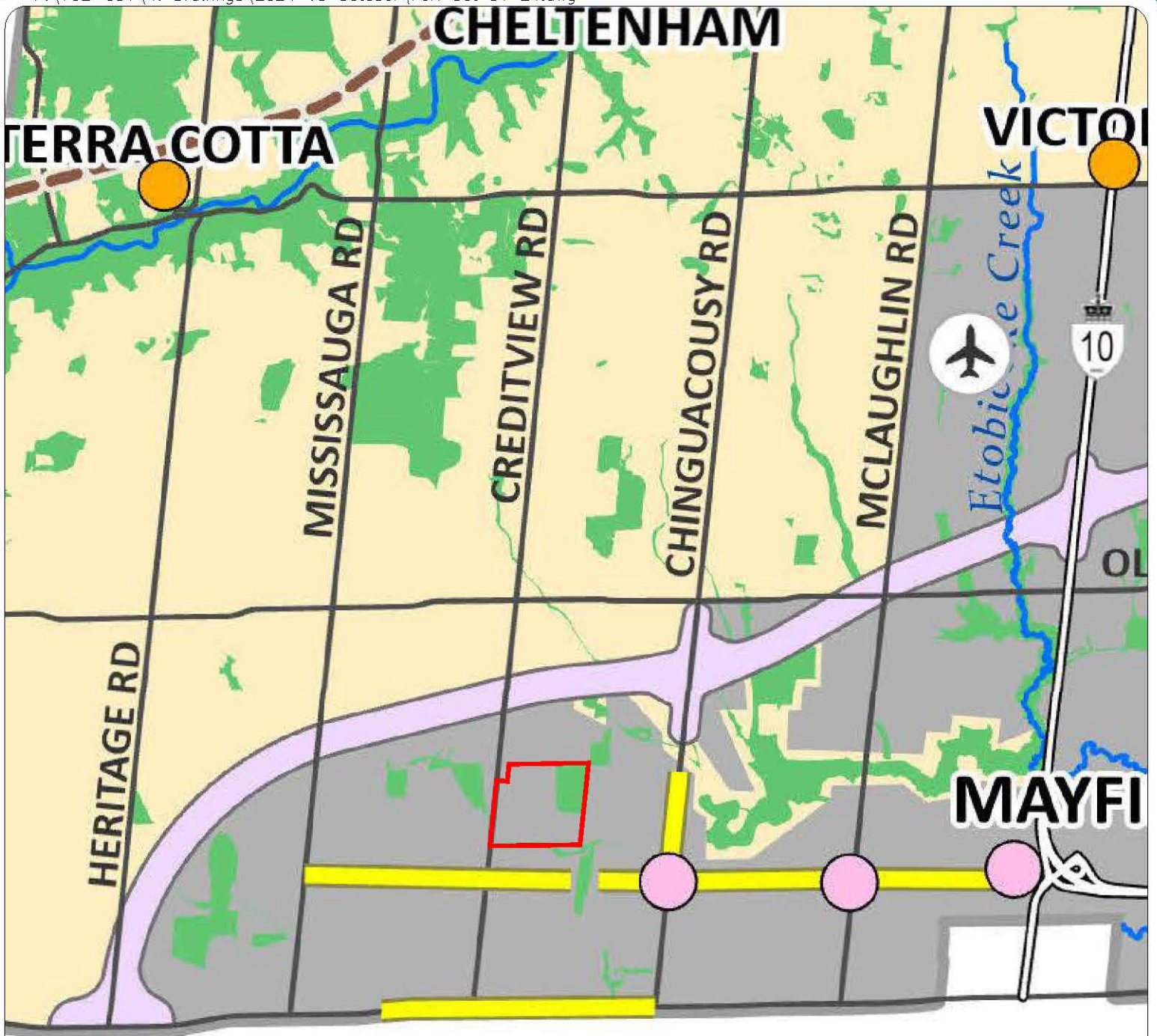
As illustrated in the attached **Figure 4: Schedule B1: Town Structure**, the Subject Lands are designated as part of the Urban Area in terms of the council adopted Official Plan. On **Schedule B2: Growth Management** attached as **Figure 5**, the subject lands are designated as part of the Designated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

Growth Management

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

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

The Subject Lands are identified within the Urban System and are considered a logical area for population growth in the Town, adjacent to planned new neighbourhoods.



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

FIGURE 4 CALEDON OFFICIAL PLAN
 SCHEDULE B1 - TOWN STRUCTURE

Subject Lands

PART OF LOT 20, CONCESSION 3,
 WEST OF HURONTARIO STREET
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL



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General Policies

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

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

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

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

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

In support of the conformity with the above policy, an EIR (Crozier 2024) and Functional Services Report (Urbantech, September 2024) have been prepared in support of the Alloa Phase 1 Tertiary Plan. The EIR defined the existing flood hazard mapping for the Subject Lands informed the extent

of the natural heritage system and informed the delineation of the Natural Environment System Area and protected for during the proposed draft plan of subdivision. 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 Local Subwatershed Plan.

- 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.*

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 Local Subwatershed Plan.

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

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

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

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

Per Section 6.4.3, an archaeological assessment may also be required in support of development applications. A Stage 1-2 Archaeological Assessment was completed for the Subject Lands by Parslow Heritage Consultancy Inc. The Stage 2 assessment found no need to proceed to a Stage 3 assessment for the Subject Lands.

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

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

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

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

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

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

- 7.6.8 *To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:*
- a) *provide diversity of land uses in the neighbourhood;*
 - b) *meet daily needs of residents and workers;*

- c) *create space for healthy, diverse, and engaging neighbourhoods to thrive;*
- d) *signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;*
- e) *activate public streets and open spaces through coordination of adjacent land uses and design of built form;*
- f) *respect and enhance the public realm through building setbacks and boulevard design;*
- g) *include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;*
- h) *apply urban design best practices and a human-scale to commercial and industrial development; and,*
- i) *integrate safety and crime prevention principles.*

A guiding principle of the Community Design 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 and forms part of the submission package.

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

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

The 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 three 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 development proposal meets the above policy requirements. The proposed unit mix and types will provide more than the required family units of 2 and 3 bedroom and accommodate a variety of household needs in one neighbourhood. Please refer to Section 6.13 of this report relating to the Housing Assessment. A diverse range of housing, across unit types, and sizes, will increase the supply of housing options.

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

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

The transportation network within the proposed Draft Plan, has been planned in alignment with the Town's grid system and is discussed in the Traffic Impact Study prepared by Crozier (October 2024) for the Alloa Phase 1 Tertiary. The network is intended to implement the Town's complete streets design principles and support active and public transportation. The Draft Plan proposes one Collector Road, Black Horse Drive (north-south) connecting with Mayfield Drive. A logical mostly grid-formation Local Road network is being proposed.

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

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

A FSR (September 2024) has been prepared by Urbantech in support of the Alloa Phase 1 Tertiary. A letter of compliance has been submitted for the draft plan confirming that services can be made available as per the study done for the secondary plan. The Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all

operating scenarios. Phase 1 of the Secondary Plan (where the Subject Lands are located) is sufficiently serviced by water and sanitary to support development. Climate change adaptation and Low Impact Development measures are considered in the Study.

The Servicing Study also includes a stormwater management strategy, which primarily identifies eleven (11) stormwater management pond facilities to service the Secondary Plan. The proposed draft plan currently accommodates one stormwater management pond, consistent with the secondary plan.

Natural Environment System, Parks and Open Space

Part D of the Official Plan outlines policy regarding the natural environment system within the Town of Caledon, where the objective is to promote a systems approach to identify, protect, and enhance the natural environment system. It is understood that development and site alteration is generally not permitted within the Natural Features and Areas, Supporting Features and Areas, Enhancement Areas, and Linkages identified in the Official Plan. These features are intended to be protected and enhanced through development.

A EIR has been completed in support of the Alloo Phase 1 Tertiary Plan. The study characterizes existing environmental conditions and establishes natural hazards and boundaries. The study provides recommendations and establishes environmental targets to protect and enhance existing conditions through development, including through a climate change lens.

As illustrated in the Draft Plan of Subdivision provision is being made to protect the Environmental Policy Areas in the northeastern corner of the Subject Lands and the Alloo Drain forming the southern boundary of the Subject Lands.

It is considered that the proposed draft plan of subdivision is consistent with the policy and guiding principles of the Official Plan and implements the recommendation of the Subwatershed Study.

Urban System

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

Section 21.1.7 of the Official plan states that “*Applications for development within the designated greenfield area should only be submitted where a secondary plan is in effect, or the Town's Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete application will be required to include written confirmation to this effect.*”. In our professional opinion, the Secondary Plan has been sufficiently advanced, as it has been deemed complete and is underpinned by detailed technical studies. This degree of advancement reflects the thorough and diligent process undertaken to ensure that all aspects of the plan conform to the necessary municipal and regional standards. The technical studies, which include environmental

assessments, transportation analyses, and servicing studies, provide robust support to the Secondary Plan, confirming the feasibility and sustainability of future development.

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

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

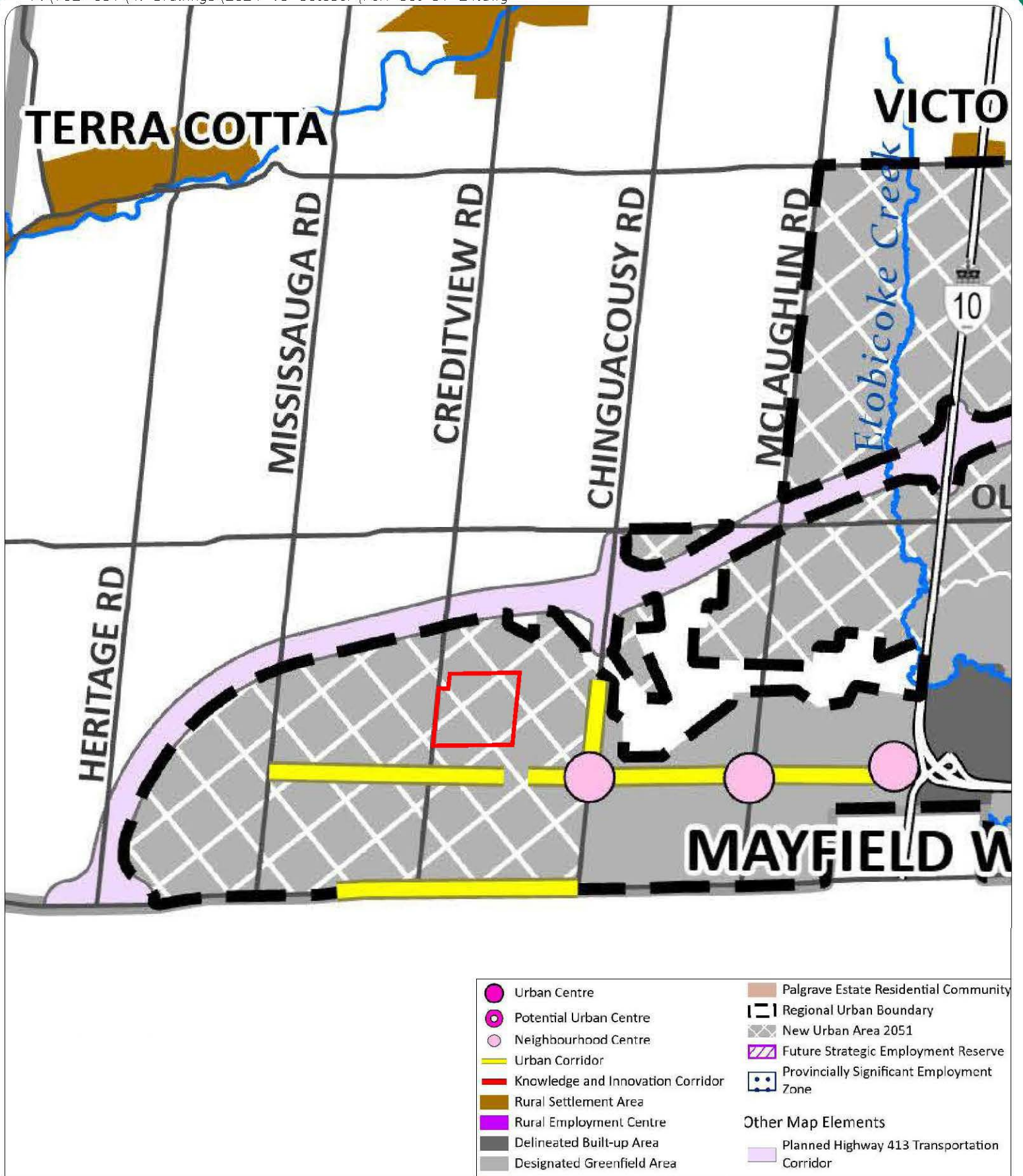


FIGURE 5 CALEDON OFFICIAL PLAN
SCHEDULE B2 - GROWTH MANAGEMENT

Subject Lands

PART OF LOT 20, CONCESSION 3,
WEST OF HURONTARIO STREET
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
OCTOBER 31, 2024

Alloa Secondary Plan

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

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

The Alloa Secondary Plan (see **Figure 6**) designates the subject lands as Neighbourhood Area and also indicates the general location of the stormwater management facility and Collector Road on the Subject Lands.

Residential Designations

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

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

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

The residential uses within this designation are intended to include a variety of housing options, including ownership and rental tenure, as well as secondary and accessory units and a range of sizes to meet various income levels. Residential uses are proposed to comprise predominantly ground-oriented housing and generally not exceed three storeys in height. Stacked townhouse dwellings within the Medium-High Density designation are permitted up to four storeys, and Apartment dwellings within the Medium-High Density designation are permitted up to six storeys, not applicable to the Subject Lands.

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

Community Amenities

The Secondary Plan identified conceptual locations for community amenities, including schools and parks. The Secondary Plan has not identified any community amenities to be accommodated on the Subject Lands. Community amenities that will serve this new neighbourhood will be located on surrounding lands in close proximity.

Parks are also shown figuratively on the Land Use Plan and include eight neighbourhood parks and one community park in the Secondary Plan. The parks are intended to develop in conjunction with school locations where shared sites are possible. The parks are also intended to connect to and enhance the Natural Environment System Area designation where possible without adverse impact.

Natural Environment System Area

The Natural Environment System Area designation identifies existing natural heritage features and connections within the Subject Lands. According to the Secondary Plan, this designation includes wetlands, woodlands, watercourses, stream corridors, and associated environmental buffers. This designation intends to identify the functional and connected natural heritage system and protect and enhance this system within the Subject Lands.

Along the southern boundary a NHS Channel will be located preserving existing natural features. A large portion of the northeast corner is consumed by a woodland. Both the NHS Channel and Woodland have been identified in the Secondary Plan and this will be protected in the draft plan of subdivision. The required 10 metres of buffer will also be provided to ensure this environmental feature is protected.

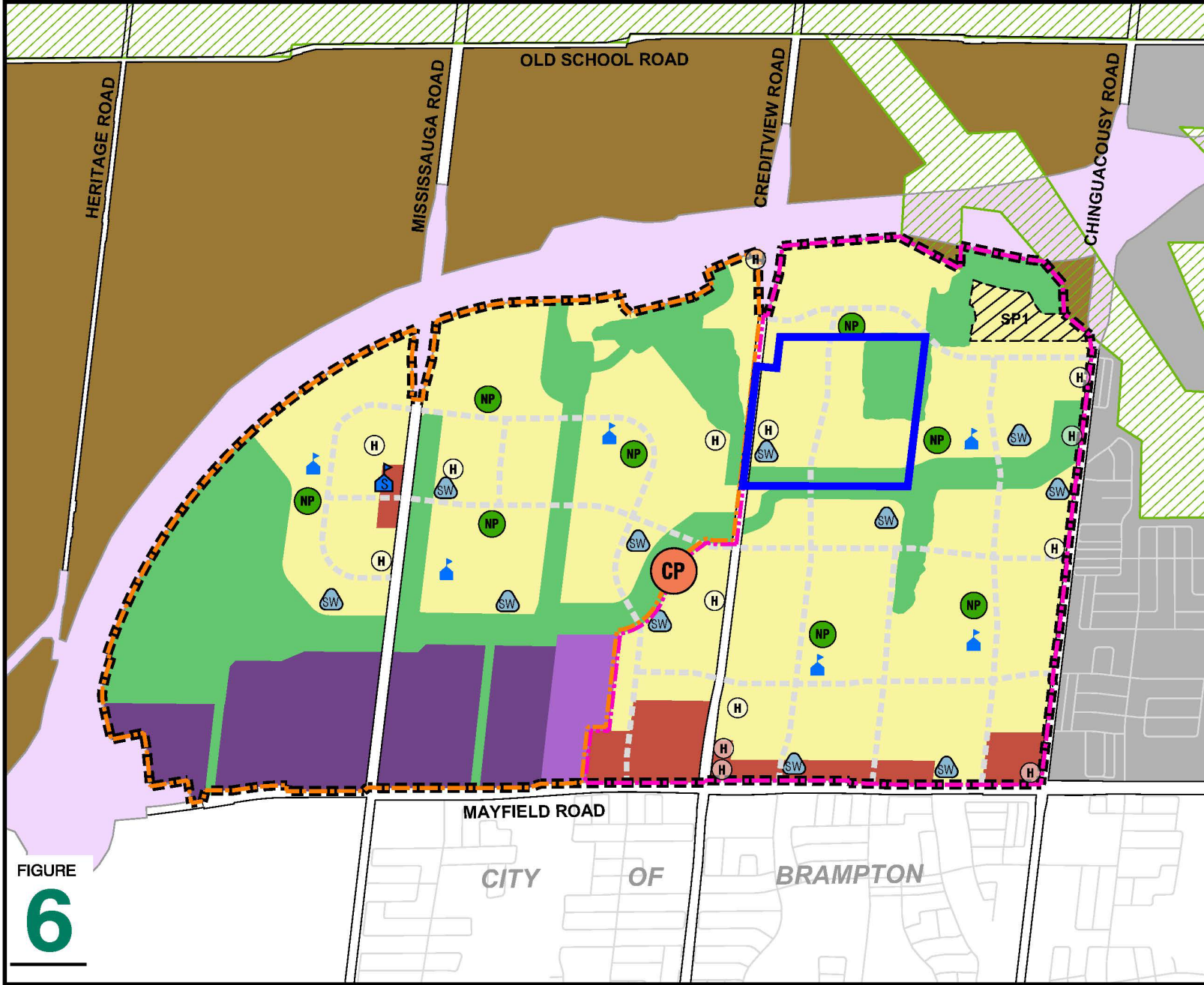


**TOWN OF CALEDON
OFFICIAL PLAN**

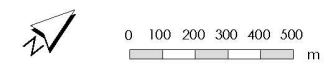
**Schedule XX
Alloa Secondary Plan:
Land Use Plan**

Land Use

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



**FIGURE
6**



Date of print: 7/30/2024 July 2024

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

7.5 Town of Caledon Zoning By-law

At the time of the Pre-Application Review Committee (PARC) Meeting held with Town staff (June 6, 2024), the Subject Lands were zoned “Agricultural (A1)”, as well as “Small Agricultural Holdings (A3)”. Despite the advancement of the proposed Town-initiated Zoning By-law Amendment for the proposed Phase 1 area of the Alloa Secondary Plan, a PARC request was made in the event the Zoning By-law Amendment did not pass or if further changes would be required to the new zoning.

The purpose of the Town-initiated Draft Zoning By-law Amendment for Phase 1 was to rezone the Phase 1 area from its existing zoning to an appropriate residential mixed-use zone category to facilitate the future development of a mixed-use community, as well as ensure the protection of environmental policy areas. A Public Meeting was first held for the proposed Amendment on April 25, 2024. Subsequent community information sessions were held with Town staff and members of the public through May and June 2024. The Amendment was approved at the June 25, 2024 Town Council meeting.

Per the Town-initiated Draft Zoning By-law Amendment, the Subject Lands are now zoned “Mixed Density Residential – Exception 686 (RMD-686)”, and “Environmental Policy Area 1 (EPA1)”. Additionally, two Holding Provisions have been applied (H39A; H39B). Holding Provision H39A shall not be lifted until, among other conditions, a secondary plan is approved for the applicable lands. Holding Provision H39B shall not be lifted until an Environmental Impact Study is submitted to the satisfaction of the Town which confirms the extent of the Natural Environment System.

The RMD zoning generally allows for a range of residential uses including single detached lots, dual frontage townhouses, rear lane townhouses, and back-to-back townhouses. The EPA1 zoning generally provides environmental-related uses and environmental conservation.

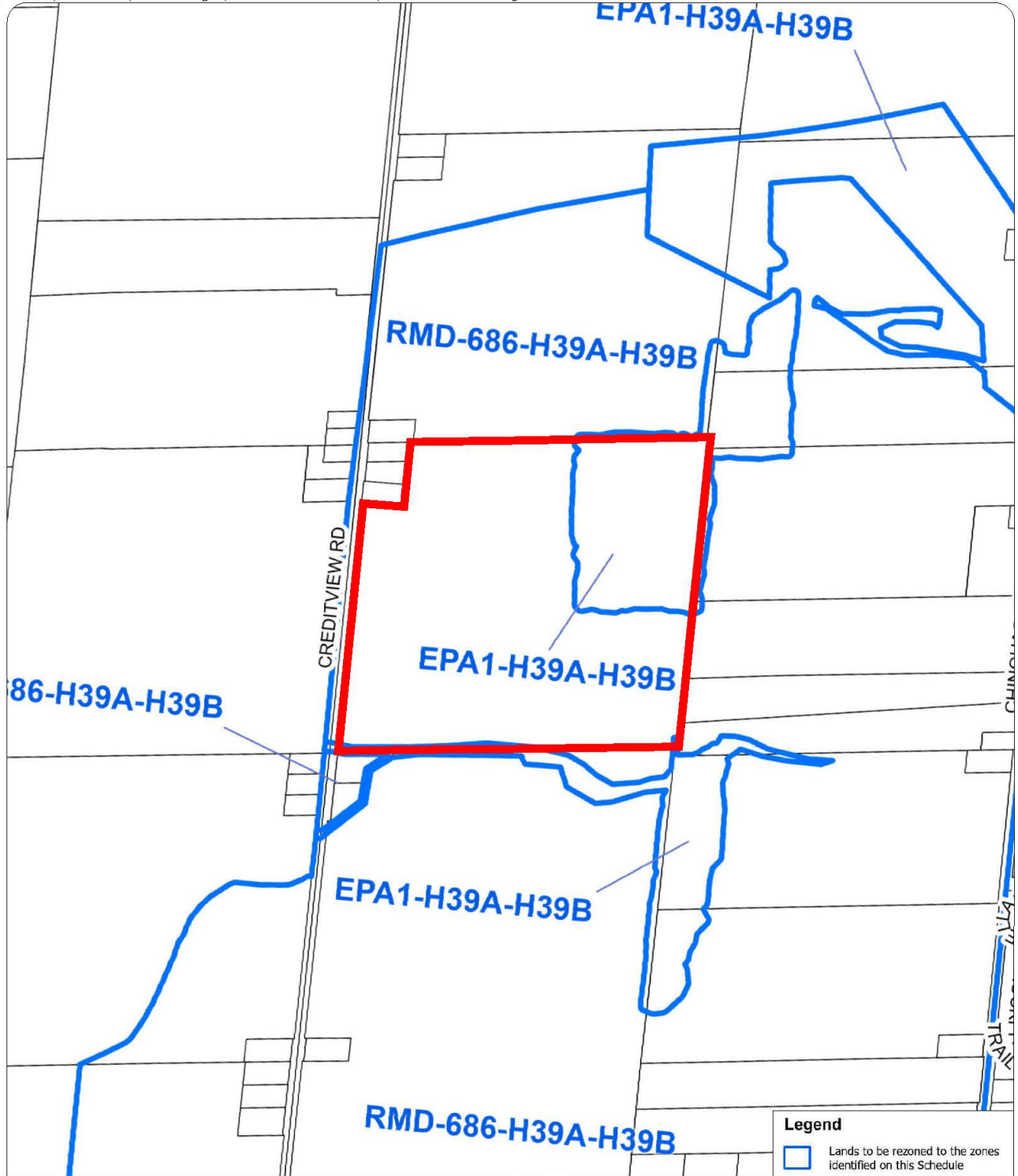
The applicant is proposing to generally maintain the existing zones, with the exception of two minor revisions to the RMD-686 zone. These revisions are requested to facilitate a more efficient delivery of housing units. No revisions are proposed to the EPA1 zone.

A summary of the revisions is provided below:

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

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

P:\792-031\4. Drawings\2024 12 December\PJR Dec 3 24.dwg



FIGURE

8

CALEDON ZONING BY-LAW

SCHEDULE A - ZONING BY-LAW 2024-50

Subject Lands

PART OF LOT 20, CONCESSION 3,
WEST OF HURON TARIO STREET
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

Legend

Lands to be rezoned to the zones identified on this Schedule



SCALE NTS
DECEMBER 03, 2024



8.0 Conclusion

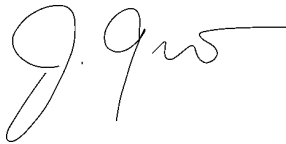
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical studies and reports, it is our opinion that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is justified and represents good planning for the following reasons:

1. Is consistent with the Provincial Planning Statement, 2024 as the development promotes efficient land use, and environmental protection while supporting growth and economic development. As the proposed development protects natural heritage features and manages environmental impacts through sustainable practices. Additionally, the development supports a mix of residential land uses and accessible spaces to support community vitality and economic opportunities.
2. It conforms to and promotes the policies of the Region of Peel Official Plan, providing for natural heritage protection and achieving the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of residential densities and a compact form that supports sustainable growth.
3. The proposed development conforms to the broader policies of the Town of Caledon Official Plan as it contributes to the creation of a complete community with a range of housing options and community infrastructure while integrating and providing opportunities for various modes of transportation.
4. The proposed Zoning By-law Amendment and Draft Plan of Subdivision conform to the Alloo Phase 1 Tertiary Plan, Alloo Secondary Plan, and Future Caledon Official Plan by implementing the Neighbourhood Land Use designation, which encourages a balanced mix of residential uses, and by incorporating key community features such as an Elementary School, Neighbourhood Park, and Stormwater Management Pond. These elements fulfill the plan's goals for sustainable, livable, and well-connected neighborhoods. Additionally, the thoughtfully designed street network ensures efficient connectivity and supports active transportation, aligning with both the Secondary Plan and Official Plan's vision for a complete, accessible, and vibrant community.
5. The natural heritage system within the Subject Lands, has been characterized and will be protected or enhanced by creating Natural Heritage System Blocks and providing a 10-meter protective buffer which will ultimately be conveyed to public ownership.
6. The proposed multimodal transportation network reduces reliance on the personal vehicle and contributes to the development of complete communities.

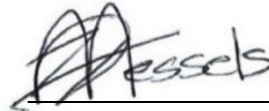
7. The draft plan meets and/or exceeds the residential growth targets at all policy scales.
8. A broad range of housing types are permitted to provide options for future residents.
9. Adequate community services and facilities will be available to serve future residents as outlined in the Secondary Plan.
10. The draft plan will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



**Jason Afonso, MCIP, RPP
Partner**



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

APPENDIX

Appendix I: Draft Zoning By-law

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

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

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

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

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

1. The following is added to Table 13.1

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|--------------------|-------------------------|---|---|
| RMD | AAA | <ul style="list-style-type: none"> - <i>Accessory Uses</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>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>Community Centre</i> - <i>Conference Centre</i> - <i>Convenience Store</i> - <i>Crisis Care Facility</i> - <i>Cultural Centre</i> - <i>Day Care, Private Home</i> - <i>Day Nursery</i> - <i>Drive-Through Service</i> - <i>Facility</i> - <i>Dry Cleaning or Laundry Outlet</i> | <p>1.0 DEFINITIONS</p> <p><i>Amenity Space</i> For the purposes of this zone, means an outdoor area used exclusively for the enjoyment of the outdoor environment and may include landscaping areas, patios, porches, privacy areas, balconies, terraces, decks and similar areas.</p> <p><i>Dwelling, Multiplex</i> For the purposes of this zone, means a residential building with up to eight units. In order to qualify as a Multiplex, at least one dwelling unit must be entirely or partially above another. A dwelling unit within a multiplex is not a principal dwelling that can contain an Additional Residential Unit.</p> <p><i>Dwelling, Stacked Townhouse</i> 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;</p> <p><i>Finished Grade</i> For the purposes of this zone, <i>Finished Grade</i>, with reference to a building, shall be calculated using the average elevation of the finished surface of the</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|---|--|
| | | <ul style="list-style-type: none"> - Dwelling, Back-to-Back Townhouse - Dwelling, Detached - Dwelling, Detached, Rear-Lane - Dwelling, Multiplex - Dwelling, Semi-Detached - Dwelling, Semi-Detached, Rear-Lane - Dwelling, Stacked Townhouse - Dwelling, Townhouse - Dwelling, Townhouse, Rear-Lane - Emergency Service Facility - Environmental Management - Farmers Market - Financial Institution - Fitness Centre - Forest Management - Funeral Home - Furniture Showroom - Government Office - Grocery Store - Home Occupation - Hospital - Hotel - Laboratory, Medical - Laundromat - Library - Live-Work Unit - Long-Term Care Facility - Medical Centre - Merchandise Service Shop - Motor Vehicle Gas Bar - Motor Vehicle Washing Establishment - Museum - Non-Market Housing - Outdoor Seasonal Garden Centre, Accessory - Outdoor Display or Sales Area, Accessory - Park - Patio, Outdoor - Personal Service Shop - Pharmacy - Place of Assembly - Place of Entertainment | <p>ground where it meets the exterior of the front of such building.</p> <p>Lane For the purposes of this zone, means a public or private thoroughfare, whether or not improved for use, which has a reduced right-of-way width and which affords a means of access for vehicular traffic to abutting lots.</p> <p>Live-Work Unit For the purposes of this zone, means a <i>dwelling unit</i> within a <i>building</i> divided vertically, containing not more than 8 units, in which the portion of the <i>building</i> at grade level may be used as a business establishment and whereby each “live” and “work” component within the <i>dwelling unit</i> may have independent entrances from the outside. “Live” and “Work” components may share common hallways, stairways and rooms for mechanical systems on the ground floor.</p> <p>Lot Depth For the purposes of this zone, means the shortest horizontal distance between the <i>front lot line</i> and the <i>rear lot line</i>.</p> <p>Lot Frontage For the purposes of this zone, in the case of a <i>corner lot</i>, the <i>lot frontage</i> shall be calculated as if the <i>front</i> and <i>exterior side lot lines</i> were extended to their point of intersection.</p> <p>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.</p> <p>Non-Market Housing For the purposes of this zone, means housing that is owned or subsidized by government, a non-profit society, or a housing cooperative; whereby it is not solely market driven.</p> <p>Porch For the purposes of this zone, Porch shall mean a roofed exterior platform attached to a building with or without foundation and/or basement with at least one (1) side open including any guards or railings, as required.</p> <p>Rear-Lane</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|--|---|
| | | <ul style="list-style-type: none"> - <i>Place of Worship</i> - <i>Printing and Processing Service Shop</i> - <i>Private Club</i> - <i>Public Transit Depot</i> - <i>Recreation, Non-Intensive</i> - <i>Restaurant</i> - <i>Retail Store</i> - <i>Retail Store, Accessory</i> - <i>Sales, Service and Repair Shop</i> - <i>School</i> - <i>Seniors Retirement Facility</i> - <i>Shopping Centre</i> - <i>Supermarket</i> - <i>Training Facility</i> - <i>Veterinary Hospital</i> - <i>Video Outlet/Rental Store</i> - <i>Wellness Centre</i> | <p>For the purposes of this zone, means a dwelling with a driveway access to a private or public street or Lane adjacent to the rear lot line.</p> <p>Street For the purpose of this zone, a street shall include a private road or lane.</p> <p>GENERAL PROVISIONS</p> <p>Access Regulations Notwithstanding Section 4.3.1, a rear-lane dwelling and associated accessory structures may be erected on a lot without frontage and access to a public or private street, provided driveway access to the rear lot line is available from a public or private street or Lane.</p> <p>For the purposes of this zone, Sections 4.3.3 (minimum entrance setback) and 4.3.4 (minimum entrance separation) shall not apply.</p> <p>Additional Residential Units Notwithstanding the lands identified on Schedule H of Comprehensive Zoning By-law 2006-50, the provisions of Section 4.4 – Additional Residential Units Overlay Zone shall apply to the lands shown on Schedule “A” of this By-law.</p> <p>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.</p> <p>Detached or Dual Garage For the purposes of this zone, a detached or dual garage with driveway access to a lane shall:</p> <ul style="list-style-type: none"> 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 <i>Building Height</i> of the <i>main building</i> on the lot. |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Dwellings Per Lot Section 4.11 shall only apply to a lot containing a detached dwelling, semi-detached dwelling, and/or a freehold townhouse.</p> <p>Model Homes and Temporary Sales Structure Notwithstanding Section 4.24 (Model Homes and Temporary Sales Structures), for the purposes of this zone:</p> <ul style="list-style-type: none"> a) a maximum of ten (10) dry or serviced model homes shall be permitted on lands with draft plan approval. 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). <p>Motor Vehicle Gas Bars and Washing Establishments, and Drive-Through Service Facilities Motor Vehicle Gas Bars, Motor Vehicle Washing Establishments, and Drive-Through Service Facilities shall only be located on a lot abutting Mayfield Road</p> <p>Non-Market Housing Shall be permitted in all residential zones, provided that such use, building or structure complies with the standards of the Zone in which it is located.</p> <p>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.</p> <p>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.</p> <p>Residential Parking Requirements Notwithstanding Section 5.2.2 (Residential Parking Requirements), no visitor parking spaces are required for a dwelling, back-to-back townhouse, having frontage on a public street.</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------|----------------|--|---------------------------|-----|-------------------------------|--|----------------------------|----|---------------------------------------|------|---------------------------------|-----|---|-----|-----------------------------|--|--|-------|--------------------------------------|------|--------------------------------------|--|--|-------|-----------------------------|------|--|--|--|-------|-----------------------------|------|-----------------------------|--|
| | | | <p>Visitor Parking In the case of dwellings tied to a common element condominium or on a lot with four or more dwelling units, visitor parking shall be provided at a rate of 0.25 spaces per unit, unless otherwise specified in this zone.</p> <p>Planting Strips A driveway, walkway or retaining wall may extend through a planting strip at any location.</p> <p>Use Restriction Where a dwelling has been legally constructed, the dwelling shall not be used for any purpose other than a domicile, a day care, private home, home occupation, and related accessory use as permitted by the Zoning By-law. All other uses are prohibited.</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Dwelling, Detached and Dwelling, Detached, Rear-Lane:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Lot Area (minimum)</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Lot Frontage (minimum)</td> <td></td> </tr> <tr> <td><i>Dwelling, Detached:</i></td> <td style="text-align: right;">8m</td> </tr> <tr> <td><i>Dwelling, Detached, Rear-Lane:</i></td> <td style="text-align: right;">7.8m</td> </tr> <tr> <td>Building Area (maximum):</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Backyard Amenity Area (minimum):</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Front Yard (minimum)</td> <td></td> </tr> <tr> <td>Front wall of attached <i>private garage</i>:</td> <td style="text-align: right;">5.75m</td> </tr> <tr> <td>Front wall of <i>main building</i>:</td> <td style="text-align: right;">2.5m</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 style="text-align: right;">5.75m</td> </tr> <tr> <td>To a <i>main building</i>:</td> <td style="text-align: right;">2.0m</td> </tr> <tr> <td>Exterior Side Yard abutting a Lane (minimum):</td> <td></td> </tr> <tr> <td>To a <i>private garage</i> facing an <i>exterior side lot line</i>:</td> <td style="text-align: right;">5.75m</td> </tr> <tr> <td>To a <i>main building</i>:</td> <td style="text-align: right;">1.2m</td> </tr> <tr> <td>Rear Yard (minimum):</td> <td></td> </tr> </table> | Lot Area (minimum) | N/A | Lot Frontage (minimum) | | <i>Dwelling, Detached:</i> | 8m | <i>Dwelling, Detached, Rear-Lane:</i> | 7.8m | Building Area (maximum): | N/A | Backyard Amenity Area (minimum): | N/A | Front Yard (minimum) | | Front wall of attached <i>private garage</i> : | 5.75m | Front wall of <i>main building</i> : | 2.5m | Exterior Side Yard (minimum): | | To a <i>private garage</i> facing an <i>exterior side lot line</i> : | 5.75m | 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> : | 5.75m | To a <i>main building</i> : | 1.2m | Rear Yard (minimum): | |
| Lot Area (minimum) | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lot Frontage (minimum) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Dwelling, Detached:</i> | 8m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>Dwelling, Detached, Rear-Lane:</i> | 7.8m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Building Area (maximum): | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Backyard Amenity Area (minimum): | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Front Yard (minimum) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Front wall of attached <i>private garage</i> : | 5.75m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Front wall of <i>main building</i> : | 2.5m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exterior Side Yard (minimum): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| To a <i>private garage</i> facing an <i>exterior side lot line</i> : | 5.75m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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> : | 5.75m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| To a <i>main building</i> : | 1.2m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rear Yard (minimum): | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|---|
| | | | <p>For lots with a lot depth of 22m or greater: 6.0m</p> <p>For lots with a lot depth less than 22m: 4.7m</p> <p>To the side wall of a private garage: 0.6m</p> <p>For a Dwelling, Detached, Rear-Lane abutting a Lane: N/A</p> <p>For a Dwelling, Detached, Rear-Lane abutting a Street:</p> <p>To an attached private garage: 5.5m</p> <p>To a main building: 2.5m</p> <p>Interior Side Yard (minimum):</p> <p>One side: 0.6m</p> <p>Other side: 1.2m</p> <p>Abutting a non-residential land use: 1.2m</p> <p>Building Height (maximum) 14m</p> <p>Landscape Area (minimum) 10% of Front Yard</p> <p>Driveway Width (minimum) 2.75m</p> <p>Parking Requirements for a Rear-Lane Dwelling (minimum):</p> <p>2 parking spaces per dwelling unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Dwelling, Townhouse:</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): Interior Lot: 4.5m End Lot or Corner Lot: 5.5m</p> <p>Building Area (maximum): N/A</p> <p>Backyard Amenity Area (minimum): N/A</p> <p>Front Yard (minimum):</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|---|
| | | | <p>Front wall of attached private garage: 5.75m</p> <p>Front wall of <i>main building</i>: 2.5m</p> <p>Exterior Side Yard (minimum): To a private garage facing an exterior side lot line: 5.75m</p> <p>To a main building: 2.0m</p> <p>Exterior Side Yard abutting a Lane (minimum): To a private garage facing an exterior side lot line: 5.5m</p> <p>To a main building: 1.2m</p> <p>Rear Yard (minimum): To a main building: 4.7m</p> <p>To the side wall of a private garage: 0.6m</p> <p>Interior Side Yard (minimum): To a main building: 1.2m</p> <p>Between attached dwelling units: N/A</p> <p>Abutting a non-residential land use: 1.2m</p> <p>Building Height (maximum): 14m</p> <p>Landscaping Area (minimum): 10% of Front Yard</p> <p>Driveway Width (minimum): 2.75m</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Dwelling, Townhouse, Rear-Lane:</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): Interior Lot: 4.0m</p> <p>End Lot or Corner Lot: 5.5m</p> <p>Building Area (maximum): N/A</p> <p>Backyard Amenity Area (minimum): N/A</p> <p>Front Yard (minimum): 2m</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Exterior Side Yard (minimum): 2m</p> <p>Exterior Side Yard abutting a Lane (minimum): 1.2m</p> <p>Rear Yard (minimum): For a Dwelling, Townhouse, Rear-Lane abutting a Lane: 0.0m</p> <p>For a Dwelling, Townhouse, Rear-Lane abutting a Street: To an attached private garage: 5.5m To a main building: 2.5m</p> <p>Interior Side Yard (minimum): To a main building: 1.2m Between attached dwelling units: N/A Between attached private garages: N/A Abutting a non-residential land use: 1.2m</p> <p>Building Height (maximum): 14m</p> <p>Landscaping Area (minimum): 10% of Front Yard</p> <p>Driveway Width (minimum): 2.75m</p> <p>Parking Requirements (minimum): 1 parking space per dwelling unit</p> <p>Amenity Space (minimum): 3.5m² per dwelling unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Dwelling, Back-to-Back Townhouse:</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): Interior Lot: 5.5m End Lot or Corner Lot: 6.7m</p> <p>Building Area (maximum): N/A</p> <p>Backyard Amenity Area (minimum): N/A</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Front Yard (minimum): Front wall of attached private garage: 5.75m</p> <p>Front wall of main building: 2.5m</p> <p>Exterior Side Yard (minimum): 2.0m</p> <p>Exterior Side Yard abutting a Lane (minimum): To a private garage facing an exterior side lot line: 5.75m</p> <p>To a main building: 1.2m</p> <p>Rear Yard (minimum): N/A</p> <p>Interior Side Yard (minimum): To a main building: 1.2m</p> <p>Between attached dwelling units: N/A Abutting a non-residential land use: 1.2m</p> <p>Building Height (maximum): 14m</p> <p>Landscaping Area (minimum): 10% of Front Yard</p> <p>Driveway Width (minimum): 2.75m</p> <p>Parking Requirements (minimum): 1 parking space per dwelling unit</p> <p>Contiguous Dwelling Units (maximum): 16</p> <p>Dimensions of a Contiguous Structure (maximum): 8 dwelling units wide by 2 dwelling units deep</p> <p>Amenity Space (minimum): 3.5m² per dwelling unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Dwelling, Stacked Townhouse, and Dwelling, Multiplex:</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): N/A</p> <p>Building Area (maximum): N/A</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Backyard Amenity Area (minimum): N/A</p> <p>Front Yard (minimum): 2.5m</p> <p>Exterior Side Yard (minimum): 2.4m</p> <p>Rear Yard (minimum): 2.4m but 0.5m is permitted to a Lane</p> <p>Interior Side Yard (minimum): 0.9m</p> <p>Building Height (maximum): 20m</p> <p>Landscaping Area (minimum): 10% of the lot</p> <p>Driveway Width (minimum): 2.75m</p> <p>Parking Requirements (minimum): Residents: 1 parking space per dwelling unit Visitors: 0.15 parking space per dwelling, stacked townhouse unit</p> <p>Amenity Space (minimum): 2m² per dwelling unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Building, Apartment; Building, Apartment, Senior Citizen, and Building, Mixed Use:</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): N/A</p> <p>Building Area (maximum): N/A</p> <p>Front Yard (minimum): N/A</p> <p>Exterior Side Yard (minimum): N/A</p> <p>Rear Yard (minimum): 3m</p> <p>Interior Side Yard (minimum): 3m</p> <p>Building Height (maximum): N/A</p> <p>Landscaping Area (minimum): 10% of the lot</p> <p>Parking Requirements (minimum):</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Residents: 1 parking space per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling unit</p> <p>Amenity Space (minimum): 2m² per dwelling unit</p> <p>For a Building, Mixed Use, the number of parking spaces required shall be calculated in accordance with the above requirements for residential uses as well as the standards set out in Table 5.2 for non-residential uses multiplied by the percent of the peak period for each time period as follows:</p> <p>Percentage of Peak Period (Weekday):</p> <p><u>Morning</u></p> <p>Business Office, Clinic, and Financial Institution: 90 Retail Store and Service Shop: 80 Restaurant: 20 Hotel: 70 Residential – Resident: 90 Residential – Visitor: 20</p> <p><u>Noon</u></p> <p>Business Office, Clinic, and Financial Institution: 90 Retail Store and Service Shop: 90 Restaurant: 100 Hotel: 70 Residential – Resident: 65 Residential – Visitor: 20</p> <p><u>Afternoon</u></p> <p>Business Office, Clinic, and Financial Institution: 95 Retail Store and Service Shop: 90 Restaurant: 30 Hotel: 70 Residential – Resident: 90 Residential – Visitor: 60</p> <p><u>Evening</u></p> <p>Business Office, Clinic, and Financial Institution: 10 Retail Store and Service Shop: 90 Restaurant: 100 Hotel: 100 Residential – Resident: 100 Residential – Visitor: 100</p> <p>Percentage of Peak Period (Weekend):</p> <p><u>Morning</u></p> <p>Business Office, Clinic, and Financial Institution: 10 Retail Store and Service Shop: 80</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|---|
| | | | Restaurant: 20 Hotel: 70 Residential – Resident: 90 Residential – Visitor: 20 <u>Noon</u> Business Office, Clinic, and Financial Institution: 10 Retail Store and Service Shop: 100 Restaurant: 100 Hotel: 70 Residential – Resident: 65 Residential – Visitor: 20 <u>Afternoon</u> Business Office, Clinic, and Financial Institution: 10 Retail Store and Service Shop: 100 Restaurant: 50 Hotel: 70 Residential – Resident: 90 Residential – Visitor: 60 <u>Evening</u> Business Office, Clinic, and Financial Institution: 10 Retail Store and Service Shop: 70 Restaurant: 100 Hotel: 100 Residential – Resident: 100 Residential – Visitor: 100 Each time period shall be totaled for weekday and weekend periods. The highest figure obtained from all time periods shall become the required parking for a Building, Mixed Use. <p style="text-align: center;">ZONE STANDARDS</p> For a Seniors Retirement Facility, and Long-Term Care Facility Lot Area (minimum): N/A Lot Frontage (minimum): N/A Building Area (maximum): N/A Front Yard (minimum): N/A Exterior Side Yard (minimum): N/A Rear Yard (minimum): 3m Interior Side Yard (minimum): 3m Building Height (maximum): N/A |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>Landscaping Area (minimum): 10% of the lot</p> <p>Parking Requirements (minimum):</p> <p>For a Seniors Retirement Facility: Residents: 0.5 parking space per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling unit</p> <p>Amenity Space (minimum): 2m² per dwelling unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Live-Work Unit: A Live-Work Unit shall be limited to the following non-residential uses in addition to a dwelling unit:</p> <ul style="list-style-type: none"> a) Art Gallery b) Artist Studio and Gallery c) Business Office d) Clinic e) Day Care, Private Home f) Day Nursery g) Dry Cleaning or Laundry Outlet h) Personal Service Shop i) Restaurant j) Retail Store <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum):</p> <p>Interior Lot: 6.0m</p> <p>End Lot or Corner Lot: 7.2m</p> <p>Building Area (maximum): N/A</p> <p>Backyard Amenity Area (minimum): N/A</p> <p>Front Yard (minimum): 2m</p> <p>Exterior Side Yard (minimum): 2m</p> <p>Exterior Side Yard abutting a Lane (minimum): 1.2m</p> <p>Rear Yard (minimum):</p> <p>Abutting a Lane: N/A</p> <p>Abutting a Street:</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|--|
| | | | <p>To an attached private garage: 5.5m</p> <p>To a main building: 2.5m</p> <p>Interior Side Yard (minimum):</p> <p>To a main building: 1.2m</p> <p>Between attached Live-Work units: N/A</p> <p>Abutting another land use: 1.2m</p> <p>Building Height (maximum): 14m</p> <p>Landscaping Area (minimum): N/A</p> <p>Parking Requirements (minimum):</p> <p style="padding-left: 40px;">1 parking space per dwelling unit; and 1 parking space per non-residential unit</p> <p>Amenity Space (minimum): 3.5m² per dwelling unit</p> <p>Non-Residential Floor Area, Gross Leasable (minimum): 50m² per Live-Work Unit</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>For a Shopping Centre or Non-Residential Use not otherwise regulated in this zone:</p> <p>Setback to a Street Line (minimum): 3m</p> <p>Setback to another Lot Line (minimum): 6m</p> <p>Building Height (maximum): 18m</p> <p>Planting Strip (minimum): 3m along a street line or a lot line adjacent to another zone.</p> <p>Entrance Width (maximum): N/A</p> <p>Parking Requirements for a Shopping Centre (minimum):</p> <p style="padding-left: 40px;">1 parking space per 23m² of net floor area or portion thereof</p> <p>No part of a lighting fixture shall be closer than 2.5m to a lot line.</p> |

| Zone Prefix | Exception Number | Permitted Uses | Special Standards |
|-------------|------------------|----------------|---|
| | | | <p>A loading space shall not be closer than 6m to a street line or 12m to a residential land use.</p> <p>Where a lot is used exclusively for a Community Centre, Emergency Service Facility, Hospital, Library, Place of Worship, or School, the provisions of Section 9 (Institutional Zone) shall apply.</p> <p>Where a lot is used for Environmental Management, Forest Management, and Recreation, Non-Intensive uses, the provisions of Section 11 (Environmental Policy Area Zones) shall apply.</p> <p>Where a lot is used for a Park purpose, the provisions of Section 12 (Open Space Zone) shall apply.</p> <p style="text-align: center;">PERMITTED ENCROACHMENTS</p> <p>Into a required Yard, Front: A covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, front.</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, front.</p> <p>For Dwelling, Detached and Dwelling, Detached, Rear-Lane:</p> <p>A carport or garbage enclosure, private (maximum):</p> <p>2m, provided a setback of 0.5m is maintained to the lot line, front.</p> <p>Into a required Yard, Exterior Side:</p> <p>A covered or uncovered porch or balcony, terrace, canopy or portico, including stairs or steps (maximum):</p> <p>2m provided a setback of 0.5m is maintained to the lot line, exterior side.</p> <p>A bay, bow or box window with or without foundation or cold cellar (maximum): 1m</p> |

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

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

2. Schedule "A", Zone Maps 8 and 9 of By-law 2006-50, as amended is further amended for Part of Lots 18 and 19, Concessions 3, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel from Mixed Density Residential Zone – Exception 686 – Holding Provision 39A and Holding Provision 39B (RMD-686-H39A-H39B) and Environmental Policy Area 1 Zone – Holding Provision 39A and Holding Provision 39B (EPA1-H39A-H39B), to Mixed Density Residential Zone – Exception AAA and Environmental Policy Area 1 Zone in accordance with Schedule "A" attached hereto.

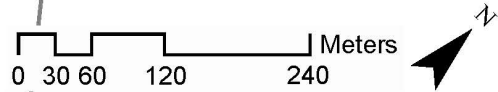
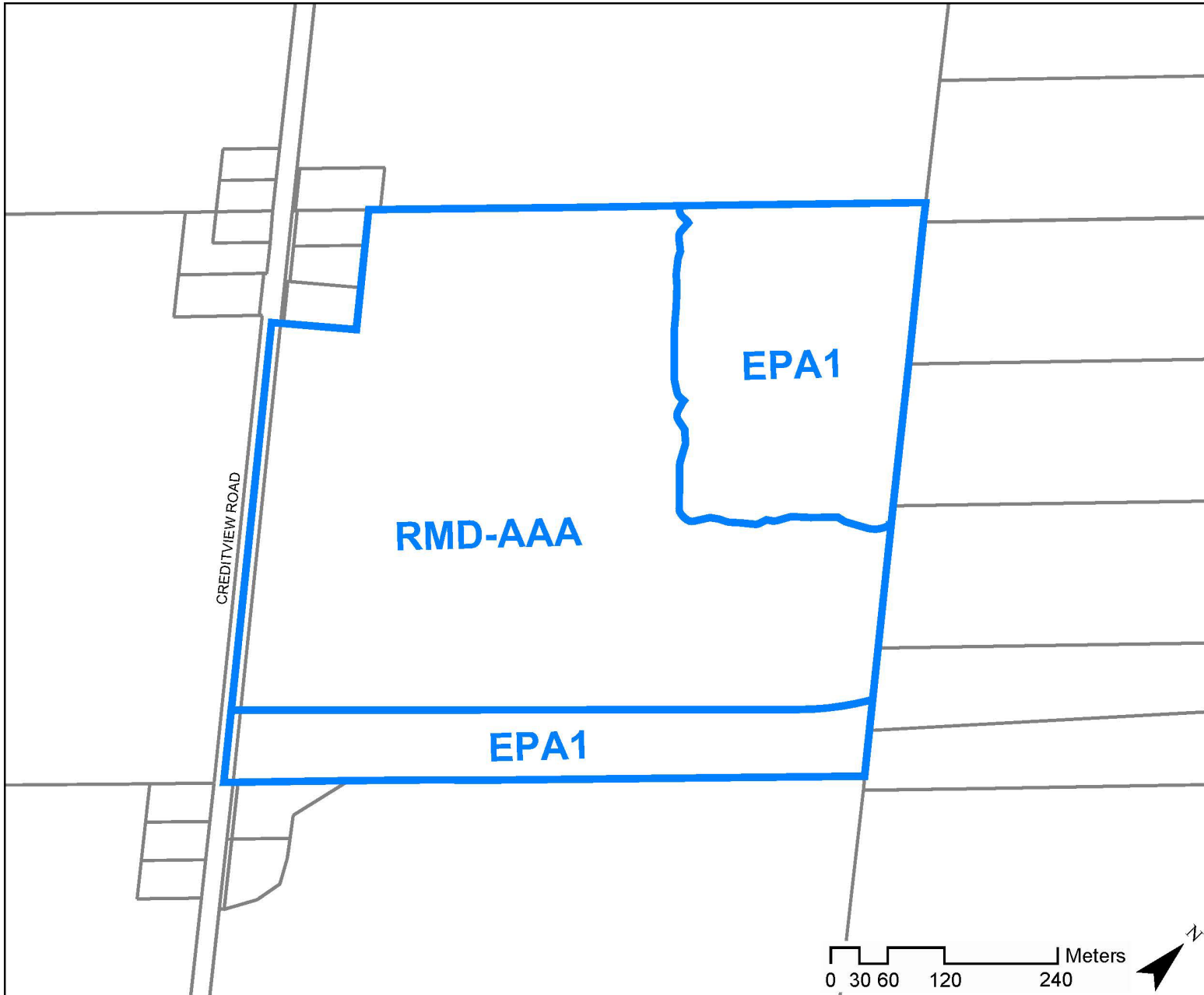
Read three times and finally passed in open Council on the XX day of MONTH, 2024.

Annette Groves, Mayor

Clerk

Kevin Klingenberg,


Appendix I: Draft Zoning By-law Schedule



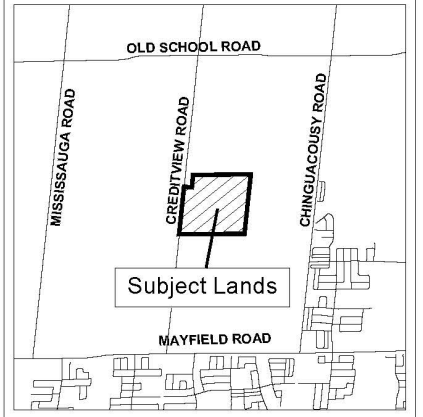
Schedule A By-law 2024-__

Part of Lot 20,
Concession 3, W.H.S.
(Township of Chinguacousy)
Town of Caledon
Regional Municipality of Peel

Legend

-  Lands to be rezoned to the zones identified on this Schedule

Key Map



Date: October 24, 2024

File: