TOWN OF CALEDON
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BOUSFIELDS INC.

Planning & Urban Design Rationale

0 The Gore Road

Town of Caledon

Prepared For

Trinity Field Inc.

October 2025

BOUSFIELDS INC.

Job Number
24107-3B

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This Planning and Urban Design Rationale has been prepared in support of a Draft Plan of Subdivision application by Trinity Field Inc. to facilitate the development of the property municipally addressed as 0 The Gore Road in the Town of Caledon. The Application proposes approximately 834 new residential units which include 379 single- and semi-detached dwellings, 131 rear-lane townhouses, 46 on-street townhouses, 10 dual-frontage townhouses and approximately 268 apartment units within one (1) medium-density development block along with a public park, two (2) stormwater management facilities, and environmental protection blocks (the “Proposal” or “proposed development”). The Application will implement the network of new collector roads established through the adopted Wildfield Secondary Plan and proposes an extensive network of new local public roads and laneways



1 Introduction

This Planning and Urban Design Rationale has been prepared in support of a Draft Plan of Subdivision ("DPOS") application (the "Application") by Trinity Field Inc. (the "owner") to facilitate the development of the property municipally addressed as 0 The Gore Road in the Town of Caledon (the "site" or "subject site"), as shown in **Figure 1**.

The subject site is in the southeast corner of the Wildfield Village Secondary Plan area ("Wildfield Village") and is approximately 41.299 gross hectares (102.1 gross acres) in size. Wildfield Village is approximately 355 hectares is area and is a designated greenfield area generally bounded by Mayfield Road to the south, Centreville Creek Road to the west, the planned Highway 413 Transportation Corridor to the north, and The Gore Road and the Greenbelt to the east.

Following the conclusion of the Region of Peel's (the "Region") Municipal Comprehensive Review, the Region adopted a new Regional Official Plan ("ROP") which was approved in November 2022 with modifications by the Ministry of Municipal Affairs and Housing ("MMAH") (with some modifications reversed via Bills 150 and then reinstated via Bill 162). The new ROP expanded the Region's settlement area to accommodate growth to 2051 and included Wildfield Village. The Town of Caledon subsequently adopted the Future Caledon Official Plan ("Future Caledon OP") in March 2024 which replaces the current 1978 Town Official Plan and redesignated Wildfield Village, including the subject site, to *New Community Area*. The Future Caledon OP was approved by MMAH on October 22, 2025.

In June 2024, twelve Zoning By-law Amendments ("ZBAs") were adopted by the Town for all lands designated *New Community Area* within the Future Caledon OP. The intent of the ZBAs was to bring the zoning into conformity with the land use designations established in the Future Caledon OP. Through By-law 2024-060, which applies to Wildfield Village, the subject site was proposed to be rezoned from Agricultural (AG) to Residential Multiple (RMD-705 and RMD-706) and Environmental Protection (EPA-1) under the Town's current Zoning by-law 2006-060. Holding provisions (H49A and H49B) were established to ensure certain approvals are in place, and certain studies are completed, prior to development taking place. In accordance with Subsection 24(2.1) of the *Planning Act,* By-law 2024-60 came into effect on October 22, 2025, the day that MMAH approved the Future Caledon OP.

The owner is an active member of the Wildfield Village Landowners' Group ("LOG"). On July 5, 2024 and November 19, 2024, the LOG submitted an Official Plan Amendment ("OPA") to establish a Secondary Plan for the area. The Wildfield Village Secondary Plan ("WV Secondary Plan") was adopted by Town Council in July 2025 (OPA 285). It establishes a land use planning, urban design, transportation, and infrastructure framework to guide development in the Secondary Plan area, which is planned to accommodate a population of over 22,000 residents. Through a comprehensive Secondary Planning process, the location of parks, schools, and stormwater management facilities have generally been established. Boundaries of natural heritage features and required buffers have also been generally established through the Secondary Planning process.

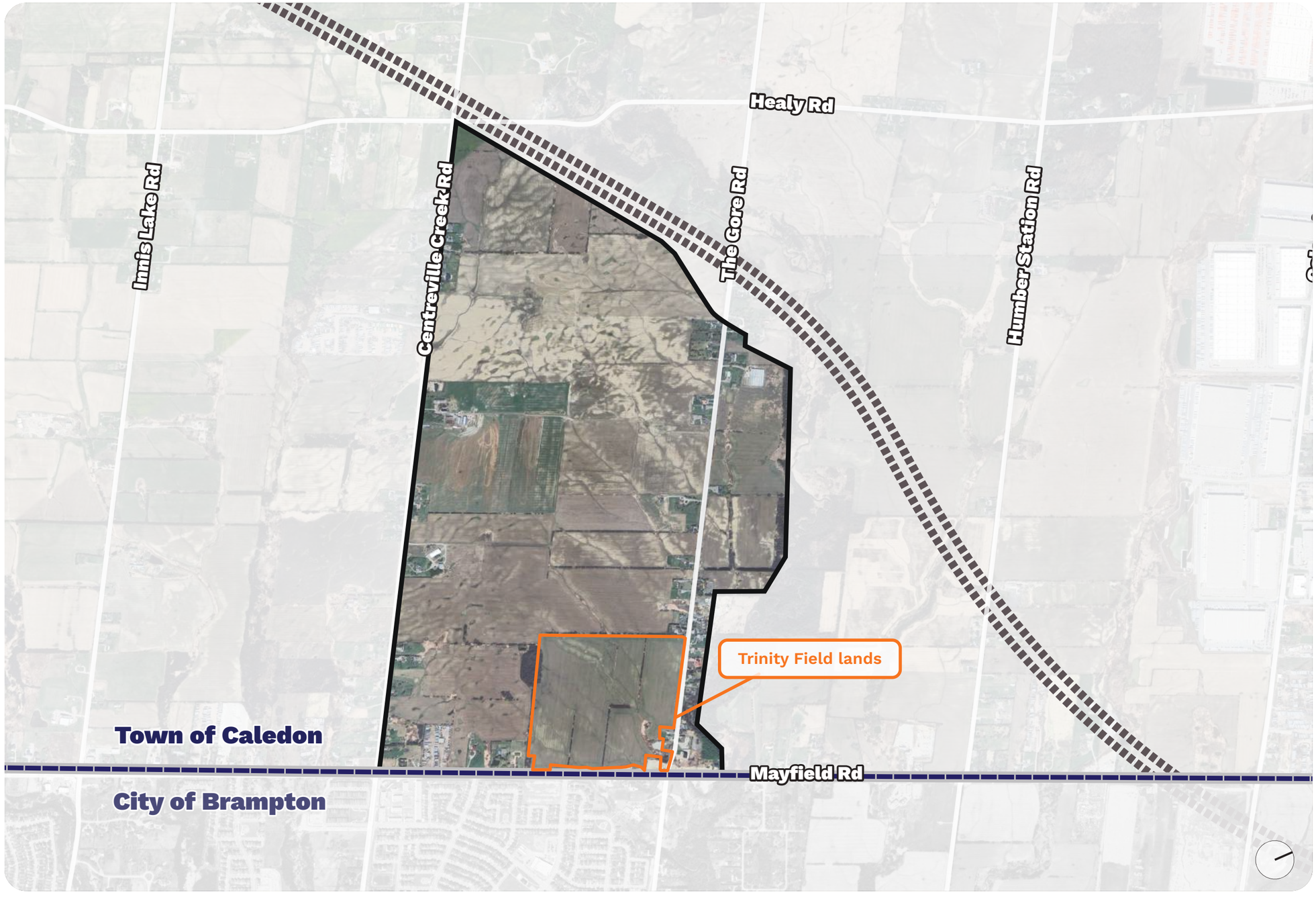


Figure 1 - Location Map

The Application seeks to implement the land use designations and policies in the in-effect ROP as well as the Future Caledon OP and adopted WV Secondary Plan. The Application proposes approximately 834 new residential units which include 379 single- and semi-detached dwellings, 131 rear-lane townhouses, 46 on-street townhouses, 10 dual-frontage townhouses and approximately 268 apartment units within one (1) medium-density development block along with a public park, two (2) stormwater management facilities, and environmental protection blocks (the "Proposal" or "proposed development"). The Application will implement the network of new collector roads established through the adopted WV Secondary Plan and proposes an extensive network of new local public roads and laneways.

The proposed development meets the minimum density of 68 people and jobs per hectare ("ppj/ha") established in the adopted Secondary Plan and the minimum densities of 67.5 and 50 ppj/ha established in the ROP and Future Caledon OP, respectively, by achieving a density of 69.8 ppj/ha.

From a land use planning perspective, the Proposal is in keeping with the planning and urban design framework established by the applicable planning documents, specifically the 2024 Provincial Planning Statement (the "PPS"), the ROP, the Future Caledon OP and the adopted WV Secondary Plan. The Proposal will implement the land use and transportation vision established in the WV Secondary Plan and will contribute new housing to support projected Regional and municipal population growth on designated greenfield land located within the Region's settlement area. The Proposal will contribute to the creation of a complete community by providing for a mix and range of built form types and residential uses, as well as a multi-modal transportation system that promotes transit, walking and cycling. The proposed development will also protect important natural heritage features, their buffers and protect for compensation areas determined through the Secondary Planning process.

From a built form and urban design perspective, the Proposal efficiently makes use of the land intended for a mix of medium-density and ground-related housing by providing an efficient layout of streets and blocks. The proposed mix of land uses, densities, heights and their distribution are compatible with the surrounding existing and planned development. The Proposal is appropriately scaled, implements the vision of the adopted WV Secondary Plan and largely complies with the adopted RMD-705 and RMD-706 Zoning.

Based on the foregoing, and the conclusions in this report, it is our opinion that the Proposal is consistent with the PPS and conforms to the ROP, the Future Caledon OP and the adopted WV Secondary Plan. It is our opinion that the Proposal is appropriate and desirable for the subject site and we recommend approval of the Application.



2 Site & Surroundings

2.1 Wildfield Village and The Wildfield Village Landowners Group

The subject site is in the southeast portion of the WV Secondary Plan area. In 2022, the Region of Peel completed the Settlement Area Boundary Expansion (SABE) Study to identify appropriate locations for new community and employment lands in the Region, including the Town of Caledon, to accommodate growth to 2051, as required by the former Growth Plan for the Greater Golden Horseshoe. The study was informed by a series of technical analyses and led to the identification of areas to accommodate future growth. As a result, the Region of Peel adopted a new Official Plan, which was approved by the MMAH in November 2022 with modifications. Some of the Province's modifications were reversed and reinstated through Bills 150 and 162. The SABE lands are intended to accommodate approximately 175,000 people and 19,000 jobs by the year 2051. As shown on Schedule E-1 – Regional Structure of the ROP (**Figure 2**), Wildfield Village is identified as part of the 2051 New Urban Area.

Wildfield Village is generally bounded by the Planned Highway 413 Protection Corridor to the north, Mayfield Road to the south, the Greenbelt and The Gore Road to the east, and Centreville Creek Road to the west as shown in **Figure 1**. Wildfield Village encompasses approximately 355 gross hectares of land and is currently largely agricultural in nature, with scattered rural residential dwellings along its perimeter and several wetlands and headwater drainage features throughout.

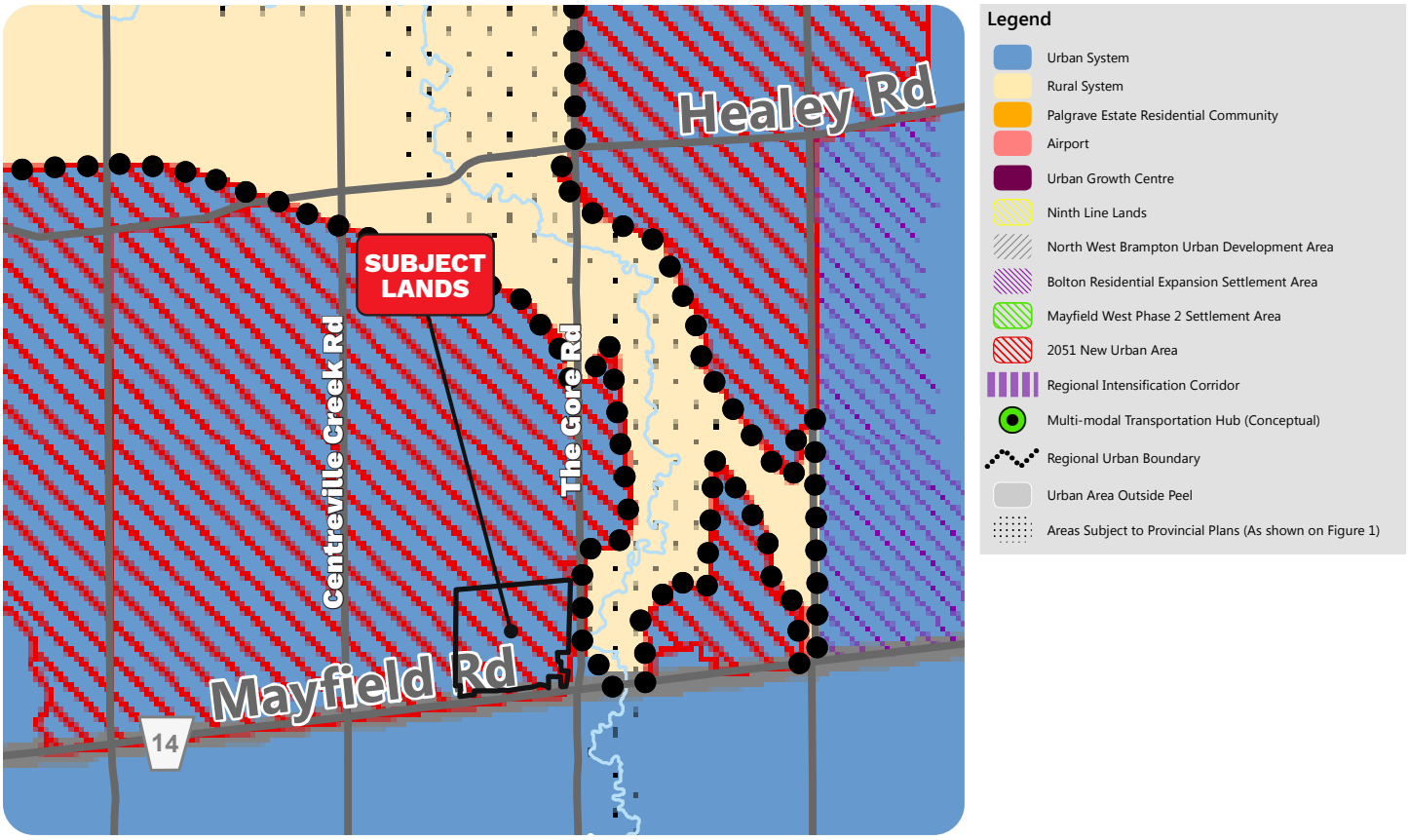


Figure 2 - Schedule E-1 Regional Structure of the Peel Regional Official Plan

In March 2024, the Future Caledon OP was adopted by Town Council which sets the framework for growth and development across the Town to the year 2051. The Future Caledon OP confirms to the approved ROP by adding over 4,000 hectares of land—including Wildfield Village—to the Urban Area and, as such, redesignates Wildfield Village from *Agricultural* to *New Community Area*.

Wildfield Village benefits from access to a network of major roads and is located approximately 9 kilometres west of the Highway 410 and Mayfield Road interchange. The Planned Highway 413 Transportation Corridor, which borders Wildfield Village to the north, is intended to connect Wildfield Village to the broader 400-series highway network serving the Region of Peel and beyond.

With respect to the surrounding context, to the south of Wildfield Village, across Mayfield Road and within the City of Brampton, are established low-rise residential neighbourhoods with commercial and retail uses located at the intersection of Mayfield Road and McVean Drive. There are also interspersed truck transport parking facilities on the north side of Mayfield Road between Innis Lake Road and The Gore Road.

Lands to the west, north, and east of Wildfield Village are predominately categorized as agricultural with scattered residential and associated farm dwellings. The West Humber River valley, comprised of woodlands and wetland habitats, lies to the north and east of Wildfield Village, within the Greenbelt Area.

The lands within Wildfield Village are held by various landowners which include members of the LOG and non-participating owners (**Figure 3**). The Secondary Plan stems from an Official Plan Amendment application submitted by the LOG, which proposes to designate lands within Wildfield Village as *Neighbourhood Area, Neighbourhood Centre, Urban Corridor*, and *Natural Features and Areas* to align with the *New Community Area* designation under the Future Caledon OP. The intent of these redesignations and corresponding policies are to facilitate the development of approximately 6,840 new residential units across Wildfield Village.

To accommodate future residential growth, the Official Plan Amendment introduces policies to the Secondary Plan that are intended to:

- Protect and enhance the natural heritage system;
- Implement new community amenities, including parks and schools;
- Establish a connected road and active transportation network; and
- Support a diverse mix of land uses, including residential, commercial, and mixed-use buildings.

In addition to the Secondary Plan policies, Schedule U (Land Use Plan) for the Wildfield Village Secondary Plan was adopted to illustrate the distribution of land uses across Wildfield Village. Further discussion of the WV Secondary Plan and the Future Caledon OP is provided in Section 5 of this Rationale.

In addition to the subject site, Trinison Management Corp. also manages one (1) additional parcel of land within Wildfield Village known as 12319 Centreville Creek Road and 0 Centreville Creek Road (**Figure 4**). The parcel is approximately 10.278 hectares in size and is owned by Cavallino Estates Inc. It is located approximately 350 metres from the subject site on the east side of Centreville Creek Road. A separate Planning Rationale has been submitted for the Cavallino Estate Inc. lands in support of a Draft Plan of Subdivision application under separate cover.

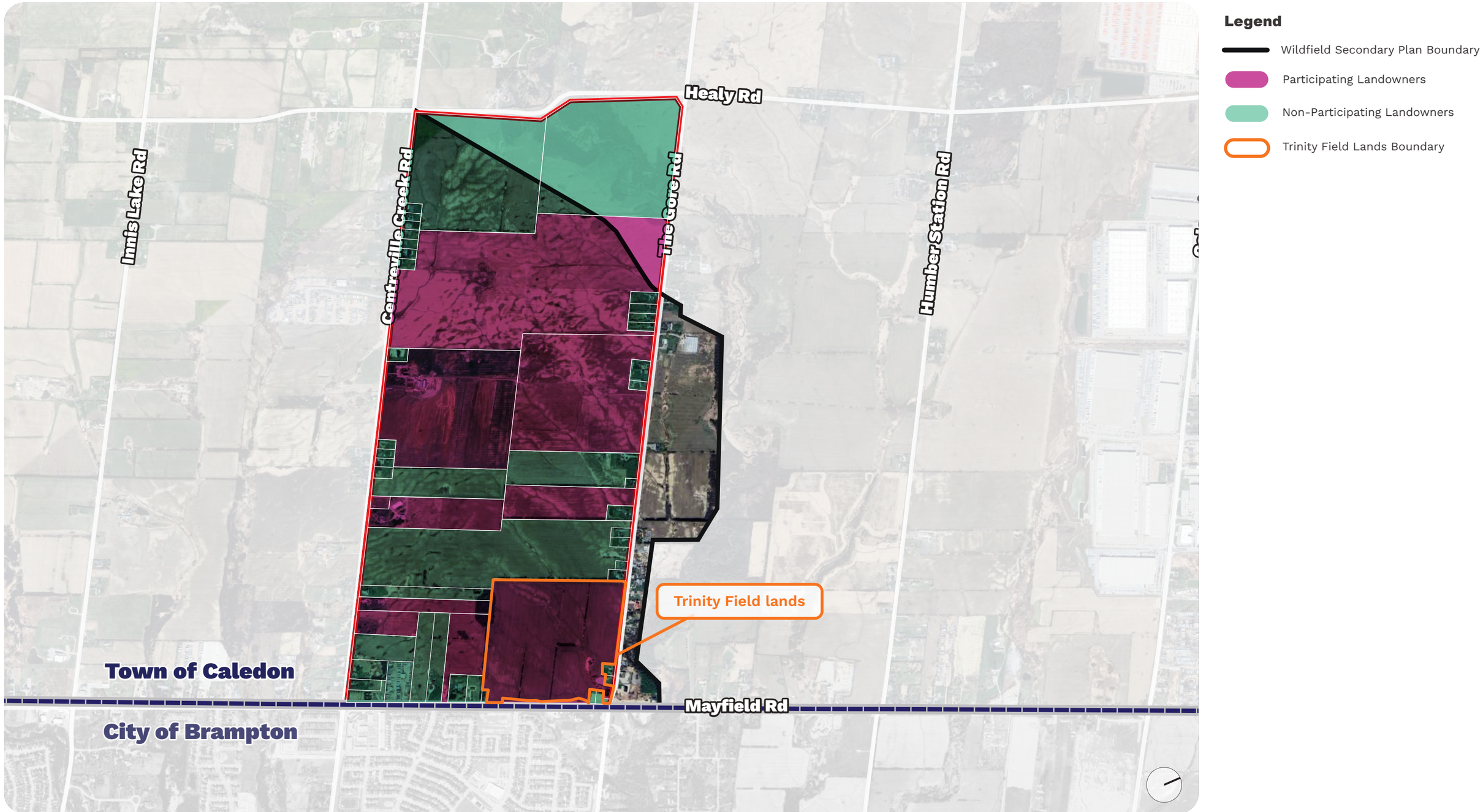


Figure 3 - Ownership Map

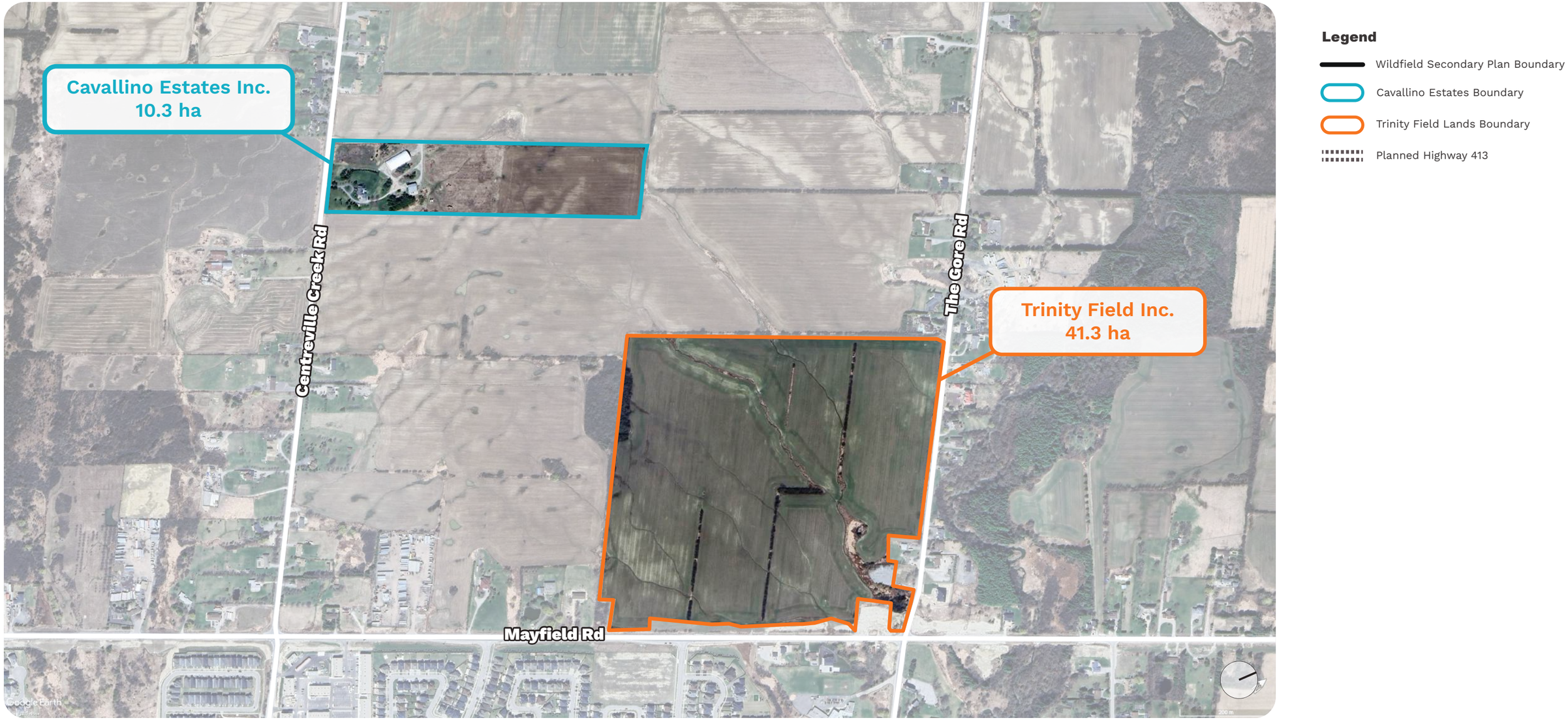


Figure 4 - Aerial of other lands owned by the Applicant

2.2 The Development Site (The "Subject Site")



At the intersection of Mayfield Road and The Gore Road looking west towards the subject site



Adjacent to the subject site looking further northwest along The Gore Road (Greenbelt lands shown on the north side of The Gore Road)



On Mayfield Road looking northwest towards the subject site

The subject site is municipally known as 0 Gore Road and is in the southeastern most quadrant of Wildfield Village bounded by The Gore Road to the east, Mayfield Road to the south (**Figure 5**). With respect to topography, the subject site generally slopes down from north to south and down from west to east (a difference of approximately 9 metres across the site from north to south and 5 metres from west to east) except near the natural heritage features in the southeast corner where the topography slopes down into a channelized ditch. The subject site is approximately 41.3 hectares in area with approximately 260 metres of frontage along The Gore Road and 550 metres of irregular frontage along Mayfield Road. The irregular frontage is a result of a conveyance to the Region of Peel in 2018 via Plan 43R-385-21. There is a portion of a wetland located in the northwest corner of the subject site with other natural features (i.e., meander belt, wetland, headwater drainage features) located in the southeast corner.

The subject site currently contains agricultural cropland and does not contain any structures. There are no structures on the subject site. Vehicle access to the subject site is currently provided through a gravel driveway off The Gore Road.

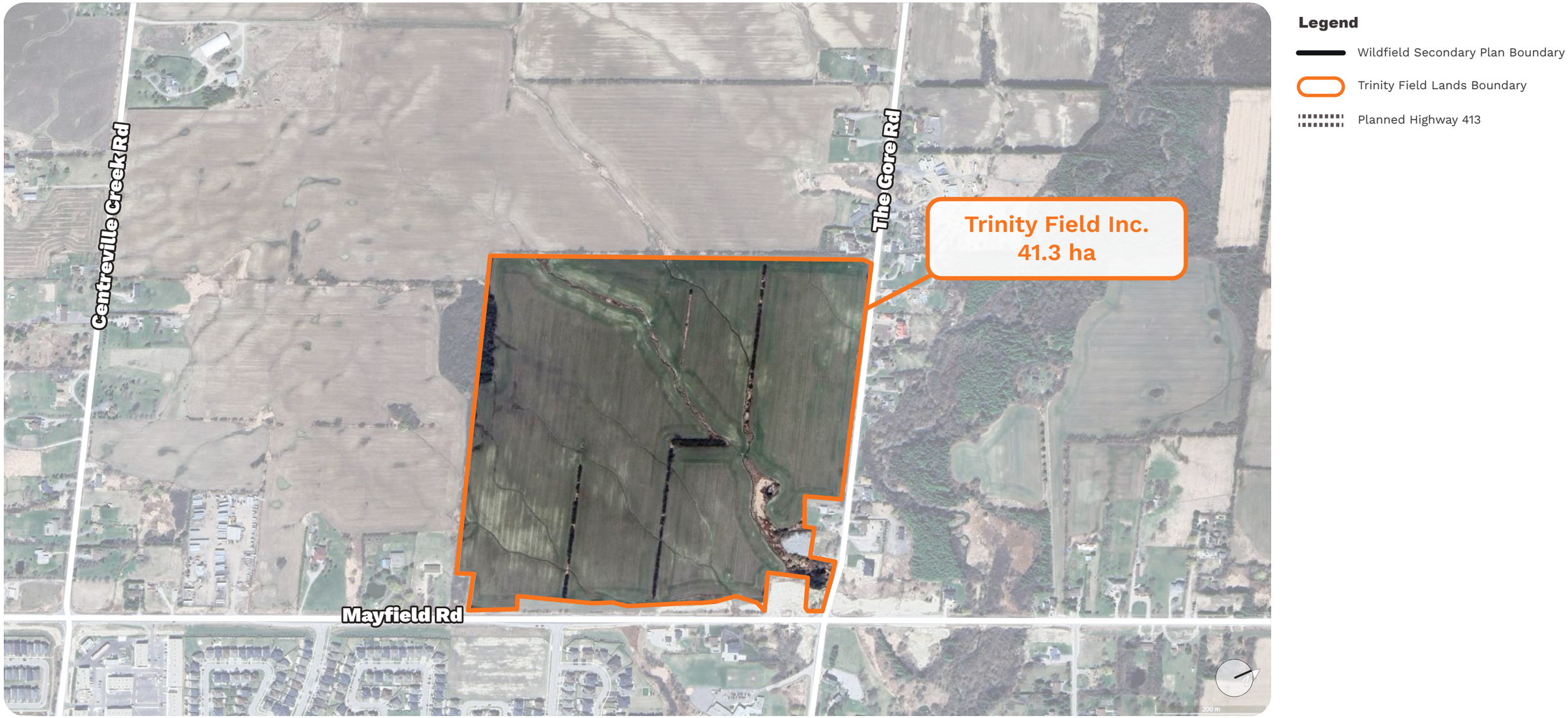
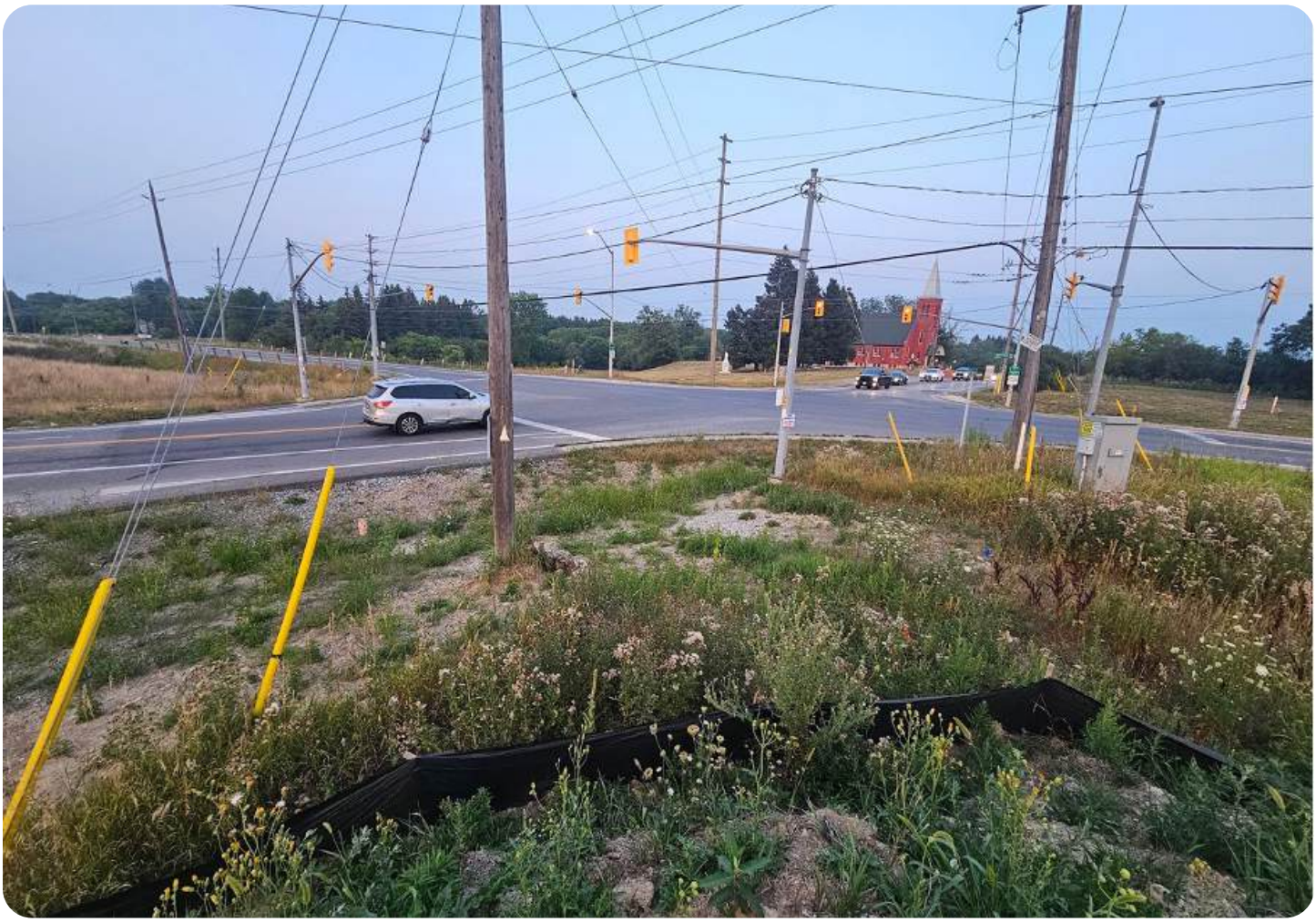


Figure 5 - Aerial of Subject Site

2.3 Immediate Surroundings

To the immediate **east** of the subject site is The Gore Road. The east side of The Gore Road is occupied primarily by rural residential dwellings, agricultural lands, and woodlands located in the Town of Caledon, outside of Wildfield Village. Several parcels of land to the east of The Gore Road are also located within the Greenbelt Plan Area.

To the immediate **south** of the subject site is Mayfield Road which is the boundary between the Town of Caledon and the City of Brampton. The south side of Mayfield Road is primarily occupied by residential subdivisions with interspersed retail/ commercial uses and community services (i.e., St. Patrick Catholic School).



Looking east towards the intersection of Mayfield Road and The Gore Road

To the immediate **west** of the subject site are several parcels of agricultural cropland with interspersed rural residential dwellings fronting onto Mayfield Road. Similarly, lands to the immediate **north** of the subject site primarily contain agricultural cropland.

Like the subject site, lands to the immediate **north**, **east** and **west** side of the subject site (except for the parcels located within the Greenbelt) were also added to the ROP *Urban Area 2051* designation. Many of these lands are also located within Wildfield Village.



On the subject site looking southwest along Mayfield Road

2.4 Transportation Context

2.4.1 Existing Road Network

The subject site has frontage onto The Gore Road to the east and Mayfield Road to the south.

Mayfield Road (Regional Road 14) is a Regional Road on Schedule F3 – Regional Road Mid-Block Right of Way Requirements of the ROP and currently has a 2-lane cross section with no sidewalk or paved shoulders. Mayfield Road has a current right-of-way width of between approximately 52 and 65 metres (accounting for the 2018 Regional conveyances) and planned right-of-way of 50 metres.

The Gore Road (Regional Road 8) is a Regional Road on Schedule F1 – Regional Road Mid-Block Right of Way Requirements of the ROP with an existing right-of-way width of approximately between 21 and 25 metres and a planned right-of-way width of 45 metres under the ROP. The Gore Road currently has a 2-lane cross section with no sidewalk or paved shoulders.

The 2024 Future Caledon Transportation Master Plan ("TMP") also identifies both Mayfield Road and The Gore Road as *Regional Arterial Roads*. As per the TMP, amongst other things, *Regional Arterial Roads* are intended to:

- Serve moderate to high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centers and facilitate access to or from highways;
- Generally experience average daily traffic of over 8,000 vehicles;
- Operate as primary truck and goods movement routes;
- Generally have a 30 to 50 metre road allowance width with a 2 to 6 lane capacity and limited property access; and,
- Generally be designed to accommodate street furniture and the highest degree of separation for cycling facilities, where appropriate.

With respect to major road connections, the Highway 410 and Mayfield Road interchange is located approximately 13 kilometres to the west of the subject site with the Mayfield Road and Highway 50 intersection located approximately 6.0 kilometres to the east of the subject site. Highway 410 is considered a "Provincial Highway" under the TMP and provides connections north from Mayfield Road to Highway 10 which runs north-south through Caledon, and south to the City of Brampton and other municipalities along the Highway 400 series. Highway 50 is considered a "Town Arterial" under the TMP and provides north-south connections along the western boundary of Caledon from Mayfield Road to Highway 9 connecting the Town of Caledon and City of Brampton to the City of Vaughan and the Municipality of King.

2.4.2 Transit Network

Existing Transit

The closest existing residential neighbourhood is located south of Mayfield Road and is serviced by several Brampton Transit bus routes. The nearest bus stop is located south of Mayfield Road at Squire Ellis Drive and McVean Drive (within the City of Brampton), approximately 750 metres south of the subject site. The bus routes located south of Mayfield Road provide bus connections south to the Gore Meadows Community Centre and the 501 Brampton Transit's Züm bus rapid transit route that travels along Queen Street.

Planned Transit

Highway 413

As noted, the Planned Highway 413 Transportation Corridor (also referred to as the GTA West transportation Corridor) borders Wildfield Village to the north and will provide connections to the broader 400-series highway network within, and beyond, Peel Region. A transitway is proposed to be contained within a separate corridor running alongside the highway, dedicated for public transit. This transitway is subject to a separate Environmental Assessment ("EA") process.

Future Caledon GO Station and the Caledon-Vaughan GO Rail Line

The ROP plans for a future GO Rail Station approximately 5.5 km north of the subject site at the northeast intersection of Humber Station Road and King Street. The planned GO station is intended to accommodate the growing population of Vaughan and Caledon and will be located along the future Caledon-Vaughan GO rail line that is planned to run from Weston Road to Macville Road with several stops. The future Caledon-Vaughan GO rail line will connect to existing GO transit lines providing connections to the Emery, Woodbridge, Elder Mills and Kleinberg GO stations which will connect the Town of Caledon to the UP Express (at Toronto Pearson Airport) and Toronto's Union Station.

Planned Future Local Transit

As per Figure C4 – 2051 Town-wide Transit Network, a series of local public transit routes are proposed around the subject site including along Centreville Creek Road.

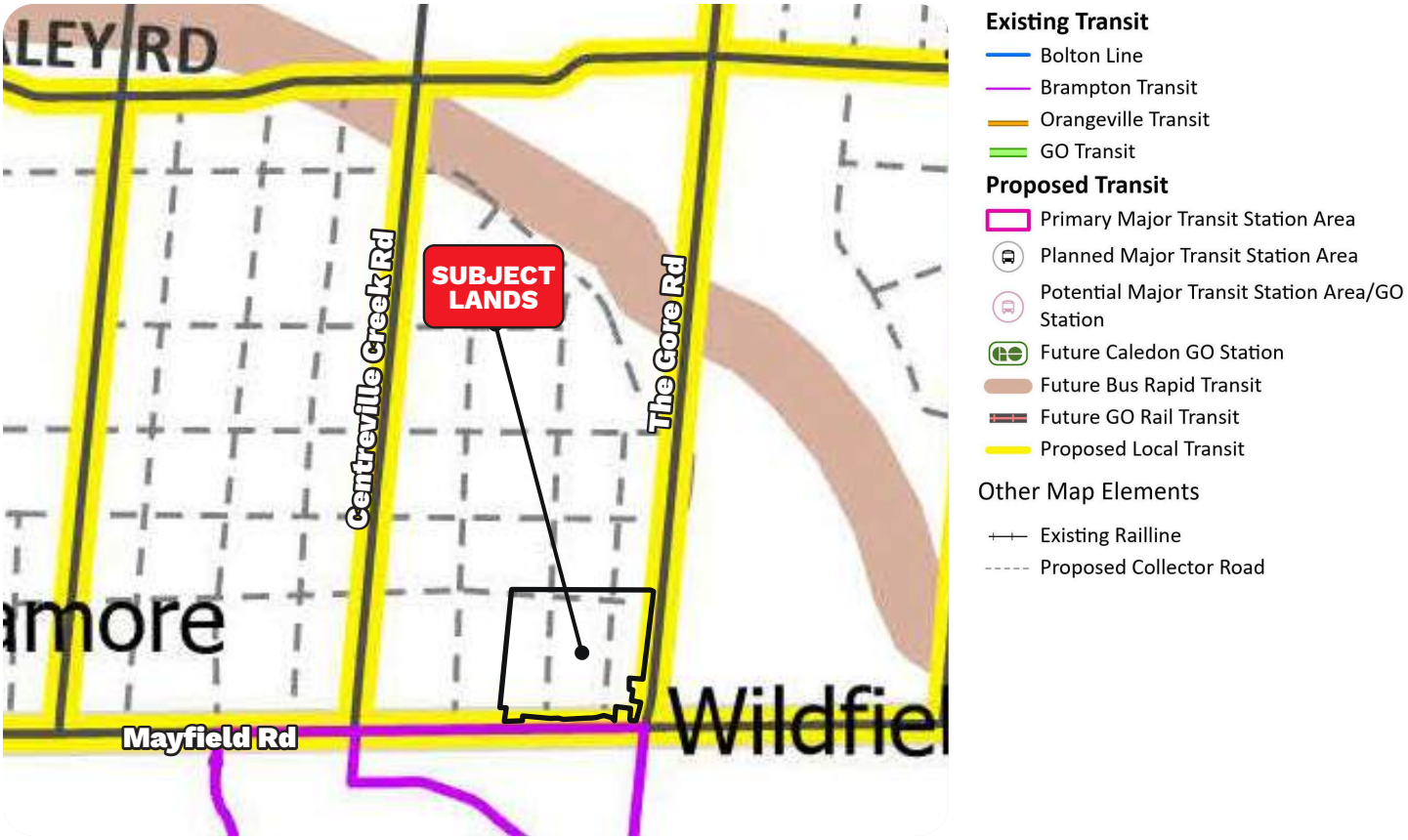


Figure 6 - Figure C4 - 2051 Town-wide Transit Network (Future Caledon Official Plan)

2.5 Surrounding Development Activity

In February 2025, KLM Planning Partners Inc. on behalf of Global Properties Inc., Global Properties (1) Inc. and Global Properties (2) Inc. (c/o Solmar Development Inc.) submitted a Draft Plan of Subdivision Application for lands within Wildfield Village, located approximately 600 metres to the north of the subject site. This Draft Plan of Subdivision application was approved by the Town on September 16, 2025 and proposed approximately 2,604 dwellig units, a neighbourhood part, two community parks, a secondary school, two elementary schools, two stormwater management facilities, a wetland relocation block, a hydro distribution station, public roads, and open space. Approximately 500 dwelling units are proposed in Phase 1 of the plan.



3 Planning History

3.1 Wildfield Village Secondary Plan – Supporting Studies

The Official Plan Amendment (POPA 2024-0010) application was submitted by SGL Planning & Design Inc., on behalf of Wildfield Village LOG on July 5, 2024, November 18, 2024, and December 23, 2024, and deemed complete on January 10, 2025. A second partial submission was provided to the Town on June 3, 2025.

As part of this OPA submission, the following materials and supporting technical studies were submitted and reviewed by the Town, Region, and Toronto Region Conservation Authority ("TRCA"):

- Planning Justification Report
- Land Use Schedule
- Stage 1 Archaeological Assessment
- Cultural Heritage Impact Assessment
- Community Energy and Emissions Plan Report
- Functional Servicing Report
- Agricultural Impact Assessment
- Commercial Impact Study
- Community Design Guidelines
- Community Services and Facilities Study
- Fiscal Impact Study
- Healthy Development Assessment
- Planning Justification Report and Housing Assessment
- Secondary Plan Terms of Reference
- Transportation Study
- Phase One Local Subwatershed Study (LSS)
- Phase Two Local Subwatershed Study (LSS)
- Draft Natural Features and Area Schedule
- Natural Heritage Opinion Letter
- Transportation Study Update
- Watercourse Letter Report Memo
- Conceptual Linkages and Enhancements and Minimum Buffers Memo
- Staging and Sequencing Plan

Local Subwatershed Study (LSS)

A Local Subwatershed Study (LSS) has been prepared by SCS Consulting Group Ltd. and GEI Consultants Ltd. on behalf of the LOG in support of the WV Secondary Plan. The LSS is being prepared in phases with Phases 1 and 2 having been completed and the last and final phase (Phase 3) to be completed. A resubmission is currently underway for Phases 1 and 2 in response to Region, Town, and TRCA commentsSpecifically, the LSS serves to:

- Address the relevant natural features and functions identified in the Provincial Planning Statement, Region of Peel Official Plan, and Town of Caledon Official Plan;
- Provide the foundation for the layout of the Secondary Plan by defining and delineating elements such as the Natural Heritage System ("NHS"), transportation and servicing networks, and the location of stormwater management facilities;
- Follow the direction and guidance of the Region of Peel Scoped Subwatershed Study ("SWS") (Wood., 2022) confirming targets and criteria based on site specific data obtained through the Secondary Plan level study; and
- Define measures to protect and/or enhance the NHS.

The intent of the LSS is to develop a sustainable development by protecting and enhancing the natural and human environments through the implementation of the direction, targets, criteria and guidance of the 2022 Region of Peel SWS. The LSS confirms, refines and implements a Natural Heritage System (NHS) and a water resource management approach that will protect, rehabilitate, and enhance the natural and water-based environments within the Secondary Plan Area, and the surrounding lands in the subwatershed. The LSS is being completed in three (3) phases:

- Phase 1 - Characterization of Existing Conditions and Baseline Inventory;
- Phase 2 - Analysis, Impact Assessment, Mitigation and Recommendations;
- Phase 3 - Implementation, Monitoring and Adaptive Management.

At the time of writing this Report, Phases 1 and 2 have been completed and submitted to the Town, Region, and TRCA. SCS is currently working on revisions to Phases 1 and 2 in response to Town, Region and TRCA circulation comments for a submission targeted in November 2025.

Phase 1

Phase 1 of the LSS characterizes the existing conditions and develops a baseline inventory of the natural heritage features, flood and erosion hazards, and groundwater and surface water resources for the WV Secondary Plan Area. A summary of key findings are as follows:

- Natural Heritage Features
  - Biodiversity
    - Presence of significant natural heritage features, including wetlands, woodlands, and habitats for certain Species at Risk (SAR).
    - Identified potential wildlife corridors and ecological functions of the West Humber River.
  - Species at Risk (SAR)
    - Multiple SARs observed, including bobolink, Wood Thrush and Monarch Butterfly.
  - Aquatic and Terrestrial Assessments
    - Phase 1 evaluated aquatic habitats, breeding bird populations, amphibians, and terrestrial connectivity.
    - fragmentation risks from existing and proposed infrastructure were noted.
- Hazards and Constraints
  - Floodplain and Erosion
    - Phase 1 detailed hazard assessments (erosion, slope stability, and flood risks) to inform setbacks and development boundaries.
- Water Resources
  - Groundwater
    - Hydrogeological studies identify critical recharge areas and groundwater quality concerns.
  - Surface Water
    - Assessed existing drainage patterns and stormwater management needs.

Phase 1 of the LSS concludes that Phases 2 and 3 will delve into impact assessment, mitigation strategies, implementation plans, and monitoring mechanisms.

Phase 2

Phase 2 of the LSS provides an assessment of the potential for impacts on natural heritage features and functions, as well as on groundwater and surface water that might result from the proposed development. A summary of the key findings are as followings:

- Natural Heritage System (NHS) Impacts
  - Significant features identified include wetlands, woodlands, fish habitats, valleylands, and species at risk habitats.
  - Most significant features are retained and protected with appropriate buffers (10—30 m), with no anticipated negative impacts when mitigation measures are implemented.
  - Nine minor wetlands are proposed for relocation or removal, with compensation or restoration through on-site or cash-in-lieu measures.
  - Invasive species and edge effects are addressed through buffer planting, erosion control, and invasive species management.
- Aquatic and Fish Habitat
  - Seasonal and ephemeral headwater drainage features (HDFs) are removed with compensatory measures, including wetland creation and LID (low impact development) systems.
  - No significant long-term negative impacts expected if water quantity and quality are properly managed.
- Species at Risk (SAR)
  - Bobolink, Eastern Meadowlark, and Barn Swallow have been identified and habitat compensation and mitigation measures (e.g., nesting structure replacement) are proposed.
  - Candidate SAR bat habitat and Rapids Clubtail habitat protected through buffers and development restrictions.
  - Information Gathering Forms (IGFs) required at subdivision stage to address individual SAR concerns with the Ministry.
- Groundwater and Surface Water
  - Groundwater impacts are limited due to low soil permeability.
  - Surface water management will focus on stormwater quality, quantity, and erosion control.
  - Climate resilience addressed through monitoring, LID practices, and protection of recharge areas.
  - No expected negative effects on watercourses or wetlands if mitigation measures are applied
- Grading and Servicing
  - Preliminary grading, sanitary sewer, and water servicing plans are presented.
  - Stormwater management (SWM) strategies and facility details to be finalized in Phase 3.
- Mitigation and Compensation Strategy
  - Ecological offsetting considered to achieve net ecological gain.
  - Restoration measures include:
    - Wetland and woodland buffers with native vegetation.
    - Invasive species removal.
    - Salvage and transplanting of native plants.
    - Wildlife-friendly infrastructure designs

Phase 2 of the LSS concludes that with the proposed design, mitigation, and compensation measures in place, proposed development can proceed with minimal long-term impact on the environment.

Phase 3

Phase 3 of the LSS will finalize the implementation, restoration, monitoring, and adaptive management frameworks.

3.2 Pre-Consultation (PARC) Meeting

On March 13, 2025, Bousfields Inc. on behalf of Trinison, along with several external consultants attended an optional Pre-Application Review Committee (PARC) Meeting held with Town and Regional Staff. This was a joint meeting for the subject site and the other property owned by the Applicant within Wildfield Village. Prior to this meeting, Bousfields Inc. on behalf of the owner provided Staff with the following to assist with their review:

- Trinity Fields Inc. Concept Plan;
- Trinity Fields Inc. Cover Letter;
- Cavallino Estates Inc. Concept Plan;
- Cavallino Estates Inc. Cover Letter.

On April 9, 2025, staff issued two finalized PARC Checklists outlining the final preliminary comments and submission requirements for a DPOS application. The preliminary comments and submission requirements within the Final Checklist for the subject site have informed the submission of this DPOS application.

The comments received generally stated that the WV Secondary Plan and supporting Local Subwatershed Study needed to be sufficiently advanced prior to the Town providing detailed comments on a future Draft Plan of Subdivision application.



4 Proposed Development

4.1 Description Of The Proposal

The proposed development for the subject site implements the policies, land use designations, and transportation network outlined in the WV Secondary Plan (**Figures 7 and 8**) and proposes several low and medium density residential uses, commercial/retail uses, a new public park, two stormwater management ponds, along with a network of new collector and local roads and public laneways.

LEGEND

- **Subject Lands Boundary**
- Low Density Residential
- On-Street Townhouses
- Rear-Lane Townhouses
- Double-Frontage Townhouses
- Medium Density Blocks
- Park
- Stormwater Management Ponds
- Environmental Protection Area
- Road Widening
- Open Space

ROADS

- Urban Collector (26.0m / 23.5m ROW)
- Local Road (18.0m ROW)
- Public Lane (8.5m ROW)

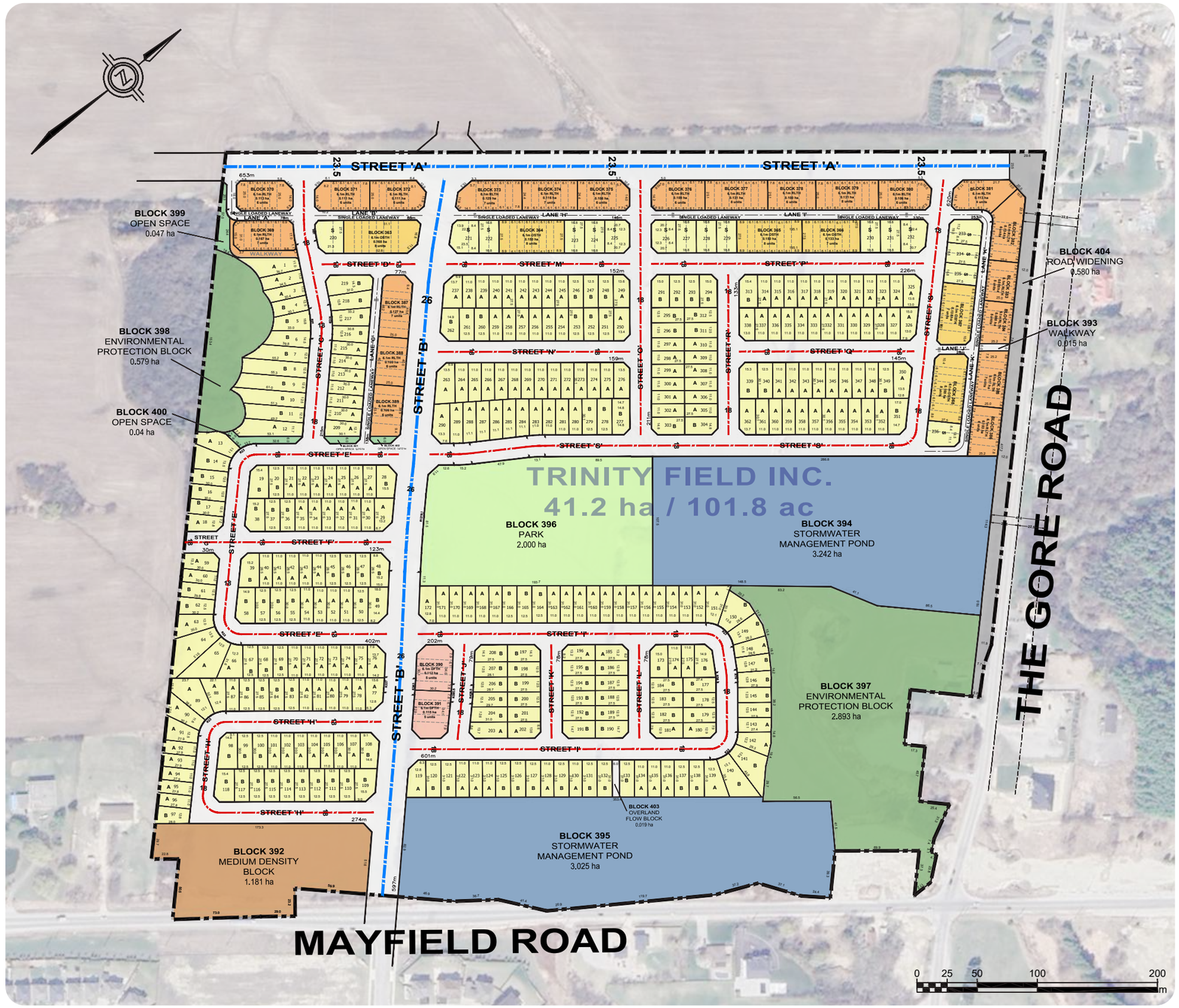


Figure 7 - Concept Plan

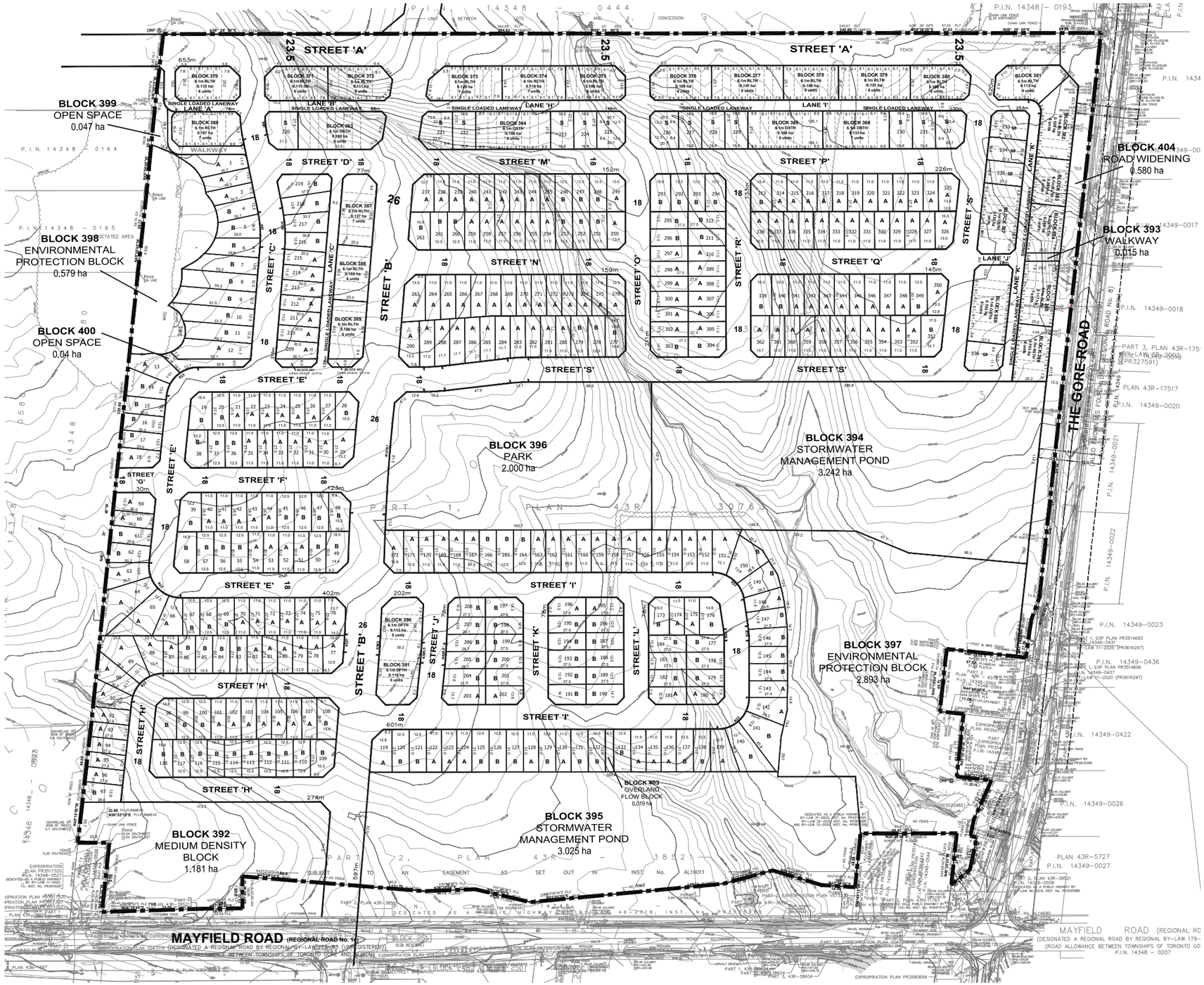


Figure 8 - Draft Plan of Subdivision

New Street Network

In accordance with the Secondary Plan, two collector roads are proposed within the boundaries of the subject site. The east-west collector road has a planned right-of-way width of 23.5 metres with the north-south collector road planned with a right-of-way width of 26.0 metres. An extensive network of local public roads and laneways is proposed.

To achieve the planned right-of-way width of The Gore Road (45.0 metres), as per the Future Caledon OP, a 0.580 widening block is proposed.

The new public streets will provide pedestrian and vehicular connectivity throughout the subject site and to adjacent planned development within Wildfield Village and the larger surrounding area. The collector road network has been determined through the Secondary Planning process and the proposed Draft Plan of Subdivision matches the location and configuration outlined in the WV Secondary Plan. The new network of local public streets has been designed to maximize porosity and encourage walkability and active forms of transportation, through the grid-like system and walkable block lengths. A summary of the proposed collector streets, local streets and laneways is as follows:

The cross-sections of each of the proposed collector and local roads have generally been established through the Secondary Planning process and will be refined through the subsequent development application process. Street "A" (Collector) is proposed with a 23.5-metre right-of-way which is proposed to accommodate multi-use pathways on both sides of the street, planting strip to accommodate street trees, and 10.4 metres of pavement. Street "B" (Collector) is proposed with a 26.0-metre-right-of-way which is proposed to accommodate sidewalks, street trees and cycle tracks on both sides of the street as well as 10.40 metres of pavement.

Local roads within the plan are proposed with 18-metre right-of-ways, which propose sidewalks and planting strips to accommodate street trees on both sides, on-street parking on one side of the street and 7.4-metre pavement width.

Street Name	Width	Direction
Regional Arterial Road		
The Gore Road	45.0 m	North-South
Mayfield Road	50.0	East-West
Collector Roads		
Street 'A'	23.5 m	East-West
Street 'B'	26.0 m	North-South
Local Roads		
Streets 'C' to Street 'S'	18.0 m	Varies
Public Laneways		
Lanes 'A' to 'K'	8.0 m	Varies

Public Park

A new 2.00 ha Neighbourhood Park is proposed along the Street "B" Collector road (Block 396). The proposed public park has frontages on a collector and one local road and is co-located with one of the stormwater management blocks. A row of single detached houses is proposed along the southern boundary. The park location is in accordance with the adopted WV Secondary Plan.

Stormwater Management Blocks

Two stormwater management ("SWM") blocks are proposed (Blocks 394 and 395). The locations, sizes, and orientations of these ponds have been determined through the Secondary Planning process, more specifically the LSS and coordinated engineering work completed by SCS Engineering on behalf of the LOG. These SWM blocks may be further refined through the planning approvals process.

Environmental Protection Blocks and Open Space

Blocks 397 and 398 are environmental protection blocks with Blocks 399 and 402 as adjacent open space blocks. The delineation of these blocks has also been the result of comprehensive studies and technical analysis completed by GEI through the Secondary Planning and LSS processes.

Development Blocks

The DPOS has been structured based on the Land Use Plan established in the WV Secondary Plan. The DPOS includes the following elements:

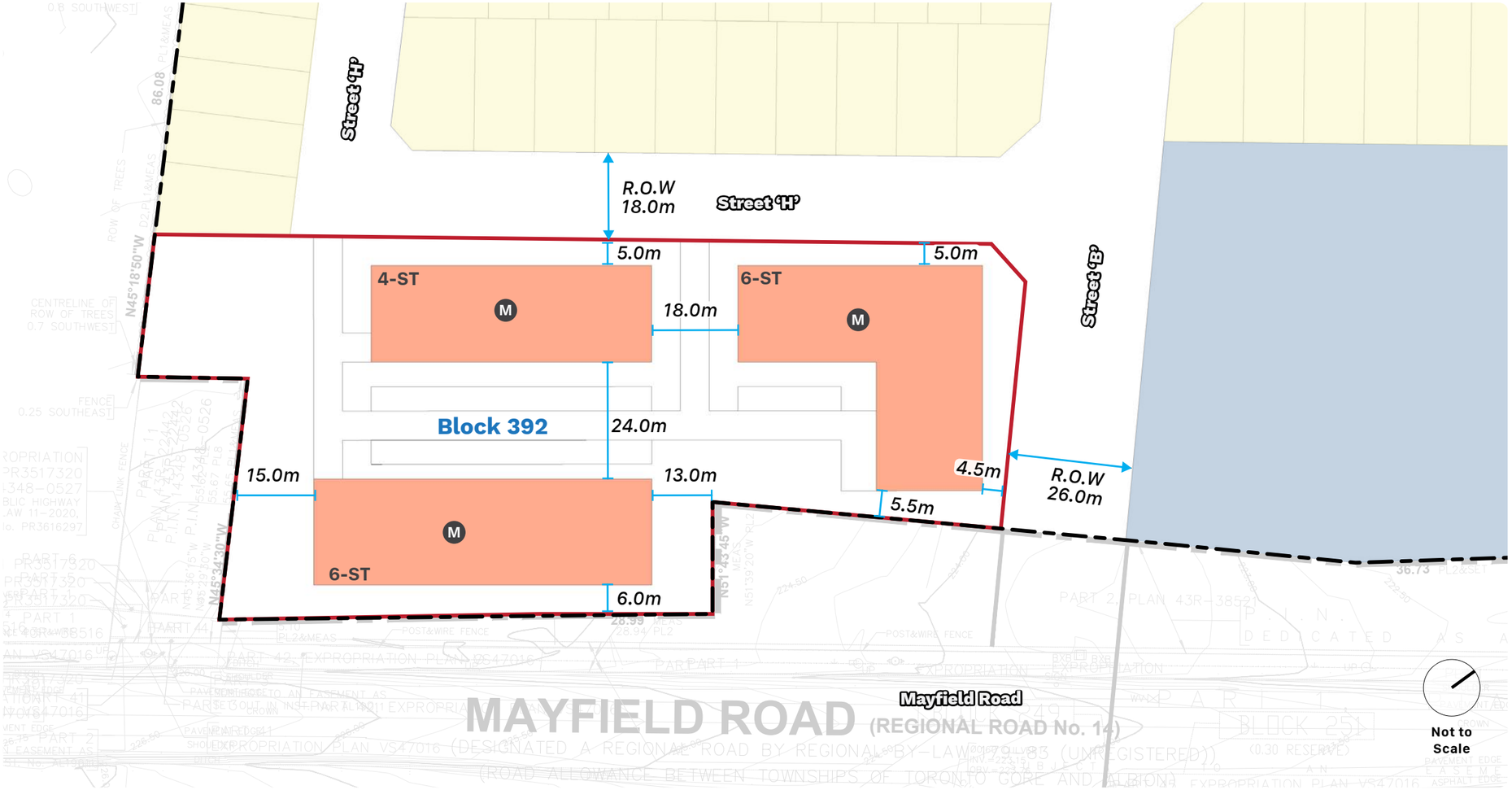
- the inclusion of an **Urban Corridor** along Mayfield Road that will include compact land uses in the form of medium/high intensity residential and/or future mixed-use buildings; and

- internal residential area in the **Neighbourhood Area** with a mix of residential townhouse types and single- and semi-detached dwellings.

Medium Density Blocks

The medium density block (**Block 392**) is located along the Urban Corridor, Mayfield Road, and is located at the major intersection of Mayfield Road and the proposed north-south collector road. The medium density block is planned approximately 1.181 hectares in size and will be subject to future Site Plan Control applications. A preliminary conceptual demonstration plan was prepared to illustrate, at a high-level, the appropriateness of the proposed block size and configuration. This plan is provided below in **Figure 9** and has been prepared based on the adopted Zoning for the subject site and have had regard for the applicable urban design guidelines. These blocks could also be developed with a mix of other medium-density, ground-related townhouses, subject to the policies of the adopted WV Secondary Plan.

Plan View



Legend

- Subject Lands Boundary
- Low Density Residential Blocks
- Stormwater Management Ponds
- Medium Density Blocks
- Conceptual Massing
- M — Mid-Rise Form
- xm — Setback/Separation Distance (Approx.)

Figure 9 - Concept Plans for Medium Density Blocks

Site Statistics - Block 327	
Gross Site Area (Approx.)	~11,808 sq.m (1.18 ha)
Proposed Total Construction Area (GCA)	23,476 sq.m
Density	1.87 (FSI Gross)
Proposed GFA -Non-Residential -Residential	**22,067 sq.m** 600 sq.m 21,467 sq.m
Conceptual Unit Count (Approx.)	**268 units**
Required Parking	**469 spaces**

Notes

1. *Gross Construction Area (GCA) refers to the total constructable area of a building above grade. It is calculated as the sum of the total area of each floor level, measured from the outside face of the exterior walls, excluding the rooftop mechanical penthouse. For the purposes of this study, residential Gross Floor Area (GFA) is calculated as 94% of the GCA for mid-rise buildings. The 6% deduction accounts for typical exclusions such as non-enclosed spaces, air shafts, and areas dedicated to loading, parking, and vehicular circulation.*
2. *The floor-to-ceiling height is 3.5 meters on the ground floor and 3.0 meters on all floors above.*
3. *Unit count based on an average 80 sq.m. unit size.*
4. *All parking assumed to be located in a two level underground parking garage and surface parking.*
5. *These are preliminary conceptual demonstration plans to illustrate, at a high-level, the appropriateness of the proposed block sizes and configuration. These blocks could also be developed with a mix of other medium-density, ground-related townhouses, subject to the policies of the adopted Wildfield Village Secondary Plan.*

Residential Lots and Blocks

Blocks 369-389 are proposed for a total of 131 **rear-lane townhouses** with individual frontages of 6.1 metres and lot depths generally expected to be a minimum of 27.5 metres.. These units are proposed along The Gore Road and the proposed Collector Roads. These units were designed with rear-lane access to ensure driveways and private garages are accessed via a local road or public laneway.

Blocks 363-368 are proposed for a total of 46 **on-street townhouses** with individual frontages of 6.1 metres. These units are proposed within the interior of the subject site and lot depths generally expected to be a minimum of 27.5 metres.

Blocks 390 and 391 are proposed for a total of 10 **dual-frontage townhouses** with individual frontages of 6.1 metres. Lot depths of the proposed dual-frontage on-street townhouses are generally expected to be a minimum of 30.0 metres. Dual-frontage on-street townhouses are proposed along the east side of Street "B" to ensure driveways and private garages are accessed via a local road.

Lots 1-362 are proposed for a total of 345 **single detached dwellings** with frontages of 11.0 metres and 12.5 metres as well as 34 **semi-detached dwellings** with frontages of 8.4 metres. Lot depths are generally expected to be a minimum of 27.5 metres.

Summary of Development Statistics

Below is a summary of the proposed blocks and residential units within the proposed DPOS in **Table 1**.

Table 1 - Draft Plan of Subdivision Statistics
Table 2 summarizes the preliminary quantity of the proposed unit mix that could be accommodated within the proposed DPOS.

Table 2 - Unit Mix and Quantity

Unit Type	Number of Dwelling Units	Proportion of Dwelling Units (assumes 678 units in Medium Density Blocks)
Single Detached	345	41.4%
Semi-Detached	34	4.1%
On-Street Townhouses	46	5.5%
Rear-Lane Townhouses	131	15.7%
Dual Frontage Townhouses	10	1.2%
Apartments (Conceptual)	268	32.1%
TOTAL	**834**	**100%**

Land Use	Lots/Blocks	Area (ha)	Proportion of Draft Plan of Subdivision Area
Single Detached Dwellings Semi-Detached Dwelling	1-362	13.436 ha	32.5%
On-Street Townhouses	363-368	0.893 ha	2.2%
Rear Lane Access Townhouses	369-389	2.402 ha	5.8%
Dual Frontage Townhouses	390-391	0.227 ha	0.5%
Medium Density Residential	392	1.181 ha	2.9%
Walkway	393	0.015 ha	0.0%
Park	396	2.000 ha	4.8%
Stormwater Management Ponds	394-395	6.267 ha	15.2%
Environmental Protection Lands	397-398	3.472 ha	8.4%
Open Space	399-402	0.115	0.3%
Overland Flow Block	403	0.019	0.0%
Road Widening	404	0.580	1.4%
Collector Roads	--	3.100 ha	
Local Roads	--	6.798 ha	25.9%
Public Lanes	--	0.795 ha	
TOTAL		**41.299 ha**	**100%**

4.3 Density Calculations

As outlined in greater detail in Section 5 of this report, the policy framework that applies to the subject site includes different metrics for calculating minimum densities.

Based on the persons per unit estimates derived from **Table 1**, the proposed DPOS will generate approximately 2,551 people and approximately 81 jobs (see Table 3 below). Policy 2.3.1(5) of the 2024 PPS encourages planning authorities to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities, which includes the Town of Caledon, are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

The ROP, Future Caledon OP, and adopted Wildfield Secondary Plan require a minimum of 68 ppj/ha in the developable area and 20 residential units per hectare in the developable area.

Table 3 - Summary of Density Calculations

Dwelling Type/ Use	Units/m^2	PPU*	Population	Jobs**
Singles/Semis	379 units	3.64	1,379.56	41.39
Townhouses	187 units	3.3	617.10	18.51
Apartments	268 units	2.07	554.76	16.64
Retail/Commercial	600 m^2			12.00
TOTAL	**834**		**2,551.42**	**88.54**

**PPU - Persons per unit were derived from Region of Peel 2051 Land Needs Assessment*

*** Jobs estimated at 3% of the projected number of residents. This is based on 6% of jobs within Peel Region being home-based based on the 2051 Land Needs Assessment and based on a labour force participation of 67% based on the 2021 Canadian Census, Statistics Canada. Assumes 50 square metres per employee for population-related employment as per the July 2024 Development Charges background study prepared by Hemson for the Town of Caledon.*

Based on an area of 37.827 hectares (41.229 hectares minus 3.472 hectares of environmental protection area), this results in a density of 69.8 ppj/ha.

4.4 Required Approvals

A Draft Plan of Subdivision application is required to subdivide the land into development blocks and establish the road pattern. In our opinion, the proposed Draft Plan of Subdivision conforms with the ROP, the Future Caledon OP, as well as the WV Secondary Plan.

Future Site Plan Control applications will be required at a later stage of the development approval process for each medium-density block.

An application is also required to lift the applicable holding provisions.



5 Policy and Regulatory Context

As set out below, the proposed residential development is supportive of the overall policy directions set out in the *Planning Act*, the Provincial Planning Statement, the ROP, the current Town of Caledon Official Plan, the Future Caledon OP, and the WV Secondary Plan.

5.1 Planning Act R.s.o 1990 C. P.13

The Planning Act is a provincial document providing the foremost planning framework which guides land use planning in Ontario, and describes how lands may be controlled, and who can control them.

The purposes of the *Planning Act R.S.O. 1990* ("*Planning Act*") are outlined in Section 1.1 and include the following:

- To promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 provides the matters of Provincial interest and indicates that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under the *Planning Act*, shall have regard for matters of provincial interest, including:

a. the protection of ecological systems, including natural areas, features and functions;

b. the protection of the agricultural resources of the Province;

c. the conservation and management of natural resources and the mineral resource base;

d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

e. the supply, efficient use and conservation of energy and water;

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

g. the minimization of waste;

h. the orderly development of safe and healthy communities;

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

i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

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

k. the adequate provision of employment opportunities;

l. the protection of the financial and economic well-being of the Province and its municipalities;

m. the co-ordination of planning activities of public bodies;

n. the resolution of planning conflicts involving public and private interests;

o. the protection of public health and safety;

p. the appropriate location of growth and development;

q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

r. the promotion of built form that,

i. is well-designed,

ii. (ii) encourages a sense of place, and

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

s. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Response: In our opinion, the Proposal has regard to matters of provincial interest, since it:

- protects ecological systems, including natural areas, features and functions in accordance with the Wildfield Village Secondary Plan;
- provides for the extension of and efficient use of existing transportation, sewage and water services and waste management systems as per the Secondary Plan and LSS;
- implements the *New Communities Area* designation, which provides for the orderly development of safe and healthy communities that have been comprehensively planned;
- provides adequate provision and distribution of educational, health, social, cultural and recreational facilities as planned through the Secondary Plan;
- accommodates a full range of housing;
- protects for public health and safety as demonstrated by the supporting studies;
- is an appropriate location for growth and development, given the designations in the ROP, Future Caledon OP, and adopted WV Secondary Plan;
- promotes development that is designed to be sustainable, to support public transit and to be oriented to pedestrians as per the Secondary Plan; and
- promotes a built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant in conformity with the urban design policies of the Future Caledon OP and adopted WV Secondary Plan.

Section 51(24) of the *Planning Act*, specifies that, in considering draft plans of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare to the present and future inhabitants of the municipality and to:

Table 4 - Criteria for Considering Draft Plans of Subdivision

Criteria	Response
a. the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	The DPOS has appropriate regard to matters of provincial interest as the DPOS will allow for the development of the subject site with a mixture of low-rise residential and medium-density residential uses that conforms to the adopted WV Secondary Plan and exceeds the minimum density requirements outlined in the Future Caledon OP and adopted Wildfield Secondary Plan. The DPOS is supported by a variety of supporting studies completed through the Secondary Planning process and the LSS, which outline how natural heritage features are being protected and integrated, and the provision of sufficient infrastructure including a fine-grained road network to support the use of transit and active transportation is being provided.
b. whether the proposed subdivision is premature or in the public interest;	The requested Draft Plan of Subdivision is not premature and is in the public interest. The Application implements the land use designations in the adopted WV Secondary and built form permissions approved through a series of processes and decisions, including: • the multi-year Regional Municipal Comprehensive Review process; • the Town's Official Plan review process which led to the adoption of the Future Caledon OP; • the Town-initiated Zoning By-law Amendment application for the subject site; and • A comprehensive Secondary Planning process which, through the completion of several technical studies, identified a network of public roads, natural heritage features, and community uses (i.e., schools, parks, etc.). The Application conforms to the Secondary Plan and will provide new housing, infrastructure, and public parkland that implements the planned vision for the Wildfield Village. Prior to the lifting of the Holding provision that applies to the subject site, a Draft Plan of Subdivision is required to be approved. The proposed Draft Plan of Subdivision is not premature given the Secondary Plan has been adopted by Council and the LSS has been substantially advanced.

c. whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	The DPOS conforms to the Secondary Plan and has been coordinated with adjacent landowners.
d. the suitability of the land for the purposes for which it is to be subdivided;	The subject site is suitable for the proposed uses, which include low-rise residential and medium-density residential blocks, and required roads and infrastructure.
d.1 (d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	N/A
e. the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The proposed collector roads conform to the adopted WV Secondary Plan and the widths of the existing and planned right-of-ways conform to the adopted Future Caldon OP.
f. the dimensions and shapes of the proposed lots;	The DPOS proposes an efficiently designed subdivision with a mixture of lots and blocks that conform with the Future Caledon OP and adopted WV Secondary Plan and largely comply with the adopted Zoning By-law.
g. the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	N/A

h. conservation of natural resources and flood control;	The natural heritage system boundaries and buffers have been delineated through the Secondary Planning process and LSS and are being protected through the delineation of the Environmental Protection and open space blocks.
i. the adequacy of utilities and municipal services;	Based on the Functional Servicing and Stormwater Management Report prepared by SCS Consulting Group Ltd., the subject site can be serviced through the current existing and planned infrastructure located adjacent to the site and Wildfield Village Secondary Plan.
j. the adequacy of school sites;	The adopted WV Secondary Plan identifies a number of school sites that were determined in consultation with the local school boards. No school blocks are proposed on the subject site, consistent with the adopted Secondary Plan.
k. the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	A neighbourhood public park is proposed to be conveyed that conforms to the locational and size criteria in the adopted WV Secondary Plan.
l. the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The design of the DPOS has used an efficient grid-like street pattern and a compact low-rise built form. The low-rise mixed-use blocks will be flexible in terms of the uses they can accommodate. A Green Standards checklist has been prepared in support of the applications, which concludes that the draft plan achieves the minimum performance thresholds set out by the Town.
m. the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area	The low-rise residential blocks are exempt from the site plan control process. The medium density residential block will require a subsequent Site Plan application. The medium density residential blocks are of a sufficient size and orientation to allow for the development of these blocks in accordance with the adopted Zoning and adopted Secondary Plan.

For the reasons set out above, it is our opinion that the Proposal is in keeping with the requirements of the *Planning Act* and has had appropriate regard to the matters of provincial interest in Section 2 and the criteria for considering draft plan applications in Section 51(24).

5.2 Provincial Bills, Regulations, and Housing Targets

Bill 23, More Homes Built Faster Act, 2022

On October 25, 2022, the Province of Ontario introduced Bill 23, the More Homes Built Faster Act, 2022, which introduced legislative changes to facilitate and streamline the construction of new homes over the next 10 years to address Ontario's housing crisis. Bill 23 received Royal Assent on November 28, 2022.

With respect to the *Planning Act*, Bill 23 introduced several amendments including, among others, the creation of two different classes of upper-tier municipalities: those with have planning responsibility and those which do not, subject to varying effective dates. This amendment removed planning policy and approval responsibilities from such upper-tier municipalities, including certain appeal rights, and functionally made the MMAH the approval authority for official plans and official plan amendments for lower tier municipalities that, for municipal purposes, form part of an upper-tier municipality without planning responsibilities.

Furthermore, Bill 23 added Subsection 70.13 to the *Planning Act* with respect to transition for upper tier municipalities without planning responsibilities. Subsection 70.13(1) states that the "effective date" generally means the day on which subsection 1 (2) of Schedule 9 to the More Homes Built Faster Act, 2022 comes into force. It is noted that this subsection did not come into force until after Bill 185, as discussed below, received Royal Assent and further amended the definition of "upper-tier municipality without planning responsibilities".

Furthermore, Subsection 70.13(2) states that "the portions of an official plan of an upper-tier municipality without planning responsibilities that are in effect immediately before the effective date and that apply in respect of any area in a lower-tier municipality are deemed to constitute an official plan of the lower-tier municipality, and this official plan remains in effect until the lower tier municipality revokes it or amends it to provide otherwise."

Bill 185, Cutting Red Tape to Build More Homes Act, 2024

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) received royal assent. Among other matters Bill 185 amended the *Planning Act* to remove the ability for third parties to file appeals with the OLT (with limited exceptions) and repeals the amendments to the *Planning Act* made by Bill 109 which introduced fee refunds for certain planning application fees after the approval timeline of such applications had been exceeded. Bill 185 also makes pre-application consultations voluntary, repealing the sections that allowed a bylaw to be passed that made such consultations mandatory.

Bill 185 also removes planning responsibilities from Peel region. As of July 1, 2024, the Peel Region Official Plan has been deemed to constitute an official plan of Peel's lower-tier municipalities of the City of Brampton, City of Mississauga, and the Town of Caledon. Going forward, the Region will still have commenting responsibilities in land-use planning matters related to regional infrastructure (water, wastewater, road), regional waste management, and the Region's role in supporting affordable and assisted housing.

Provincial Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the Province to build 1.5 million new homes by 2031. The 29 fastest growing municipalities have been assigned municipal housing targets and the target for the Town of Caledon is 13,000 dwelling units. Furthermore, the latest population projections for Peel Region published by the Ministry of Finance, dated October 1, 2024, estimate a population of 1,654,456 persons by 2031 (2,085,227 persons by 2051). The Province did not breakdown the October 1, 2024 population projections further by lower-tier municipality.

5.3 Provincial Planning Statement, 2024

On August 20, 2024, the MMAH released the Provincial Planning Statement (the "Planning Statement"), which came into effect on October 20, 2024. The Planning Statement replaces the former Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The Planning Statement provides policy direction on matters of Provincial interest related to land use planning and development and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the Planning Statement. In this regard, Policy 6.1 provides that the Planning Statement "shall be read in its entirety and all relevant policies are to be applied to each situation".

Compared with the former Provincial Policy Statement (2020) and Growth Plan, the Planning Statement is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the Planning Statement sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

> *"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come."*

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

> *"...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians." (our emphasis)*

One of the key policy directions that continues to be expressed in the Planning Statement is to build complete communities with a mix of housing options and promoting efficient development and land use patterns.

Policy 1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 contains policies related to *settlement areas*, which the subject site is located within. As it relates to the subject site, Policy 2.3.1(1) directs that *settlement areas* shall be the focus of growth and development. Policy 2.3.1(2) goes on to state that land use patterns within *settlement areas* should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

As per the Planning Statement, the subject site is considered a *designated growth area* which "means lands within *settlement areas* designated for growth or lands added to settlement areas that have not yet been fully developed. *Designated growth areas* include lands which are designated and available for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses."

Policy 2.3.1 (5) states that planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*. As per Appendix – Schedule 1, the Town of Caledon is considered a *large and fast-growing municipality*.

Policy 2.3.1(6) also states planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the infrastructure and public service facilities.

Section 2.9 of the Planning Statement addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3 place emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

Section 4.1 contains policies with respect to Natural Heritage. Policy 4.1(8) states that *development* and *site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*. As part of the WV Secondary Planning process, detailed environmental studies were completed to determine and classify the existing natural heritage features on the subject site and their required buffers and have established a development limit.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up to date with their official plans and the Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

Consistency with the Planning Statement

In our opinion, the Proposal is consistent with the Planning Statement. The proposed development supports the achievement of complete communities by providing a mix of uses in a variety of built forms and densities in proximity to planned public service facilities (schools and parks) located both on the subject site and elsewhere in Wildfield Village. The proposed subdivision optimizes the use of land by concentrating development within a compact and connected layout and will make efficient use of land and existing and planned infrastructure with a highly-connected network of public roads.

Furthermore, the proposed development is consistent with the Planning Statement as it promotes a range and mix of housing types, supporting housing affordability and choice to meet the needs of different household types, ages, and incomes, contributing to social inclusion and long-term community resilience. Natural Heritage features identified through an Environmental Impact Study and detailed natural heritage investigations are protected on the proposed DPOS.

With respect to the target of 50 residents and jobs per gross hectare in designated growth areas, as outlined in Section 3.4 of this report, the total gross area of the subject site is 37.743 hectares (excludes the environmental protection blocks. As shown on Table 3 in Section 3.4, the proposed development exceeds this target.

For the reasons set out in Sections 6 of this report, it is our opinion that the Proposal is consistent with the 2024 PPS, specifically the policies relating to the efficient use of land and infrastructure and the achievement of complete communities.

5.4 Official Plans

On July 1, 2024, through changes to the *Planning Act*, specifically *Bill 185 Cutting Red Tape to Build More Homes Act,* 2024, the Province identified Peel Region as an "upper-tier municipality without planning responsibilities". As a result, the ROP is no longer an official plan for the Regional Municipality of Peel. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Peel (City of Mississauga, City of Brampton, and the Town of Caledon) until it is revoked or amended by the respective municipality.

This means that there are now two Official Plans which apply to the Town of Caledon - the Peel Regional Official Plan, 2022 ("ROP"), and the Town of Caledon Official Plan (1978, as amended), in addition to the Future Caledon OP.

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022, through By-law 20-2022. This by-law repealed and replaced the former July 11, 1996 Region of Peel Official Plan adopted by By-law 54-96, as amended. The Plan was subsequently approved with modifications by the MMAH, through the Minister's Notice of Decision on the Plan dated November 4, 2022. On December 6, 2023, the Minister of Municipal Affairs and Housing enacted Bill 150, the *Planning Statute Law Amendment Act, 2023*, and subsequently, on May 16, 2024 enacted Bill 162 the *Get It Done Act, 2024*. This copy of the Region of Peel Official Plan reflects the amendments made to the November 4, 2022 Minister of Municipal Affairs and Housing modifications as a result of the aforementioned Bills.

The Town of Caledon Official Plan ("1978 Town OP") was adopted by Town Council on March 20, 1978 (By-law 78-40) and approved, with modifications by the Minister of Housing on November 14, 1979 and the Minister of Municipal Affairs and Housing on September 11, 1981. Since the original adoption, the Town OP has been amended several times. Adopted OPA 285, the WV Secondary Plan, once in-effect will amend the 1978 Town OP.

The 1978 Town OP, as amended, is being replaced in phases through the ongoing Official Plan Review project. The Future Caledon OP is the product of the first phase which was adopted on March 26, 2024 by Town Council (By-law 2024-014). Further phases of the Official Plan Review will complete the replacement of the 1978 Town OP Plan, as amended. Studies related to specific issues and areas will recommend new policies to be added to this Plan (e.g., Mineral Aggregate Resources Study, Bolton Secondary Plans Review).

The Future Caledon OP was prepared to conform with the former 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe, as amended. The introductory text in the Future Caledon OP acknowledges that municipal official plans will have to be reviewed and brought into conformity based on the updated planning policies (which includes the Provincial Planning Statement). Given the Future Caledon OP is now approved, a subsequent OPA will be put forward for the WV Secondary Plan to be brought into the new Future Caledon OP.

5.4.1 Region Of Peel Official Plan

On July 1, 2024, through changes to the *Planning Act*, the Province identified the Region of Peel as an "upper-tier municipality without planning responsibilities". As a result, the ROP is no longer an official plan for the Regional Municipality of Peel. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Peel (Town of Caledon, City of Brampton, and City of Mississauga), until it is revoked or amended by the respective municipality. As such, there are now two Official Plans which are currently in force and apply to the Town of Caledon - the ROP and the Town of Caledon Official Plan, 1978.

The ROP was approved by the Minister of Municipal Affairs and Housing, with 44 modifications on April 28, 2022. On December 6, 2023, the Minister of Municipal Affairs and Housing enacted Bill 150, the *Planning Statute Law Amendment Act, 2023*. This Bill amended the ROP to reverse most of the original 44 Provincial modifications and maintain nine modifications (3, 16 to 18, 21, 30, and 41 to 43). On May 16, 2024, Bill 162, the *Get It Done Act, 2024* received Royal Assent. Bill 162 reinstated eighteen modifications (1, 5, 19, 22 to 26, 28, 31 to 35, and 37 to 40), resulting in a total of 27 modifications to the adopted ROP. The current version of the ROP reflects the modifications maintained throughout Bill 150 and Bill 162.

The ROP was the result of the Region's most recent Official Plan Review referred to as Peel 2051. The ROP includes updates that support new provincial legislation, regulations and policies, implements new regional policy and plans and guides growth and development within the Region to the year 2051. We note that the ROP was approved prior to the former Provincial Policy Statement and Growth Plan being rescinded and the introduction of the Provincial Planning Statement.

Regional Structure

The subject site is within the Urban System and is located within both the Regional Urban Boundary and the *2051 New Urban Area*, as shown on Schedule E1 – Regional Structure **(Figure 2*).*** Similarly, the remainder of the lands in the Wildfield Village as well as the lands on the west side of Centreville Creek Road are also within the Urban System within the Regional Urban Boundary.

The subject site is located within a *Designated Greenfield Area*, as identified on Schedule E-3 – The Growth Plan Policy Areas in Peel of the ROP. It is situated approximately 5 km south of Caledon's only Primary Major Transit Station Area, which is located further north along Humber Station Road (Schedule E-5).

The site is approximately 500 metres south of the planned Highway 413 Transportation Corridor, as shown on *Schedule F1 – Rapid Transit Corridors*. The final alignment and configuration of Highway 413 (also known as the GTA West Transportation Corridor Transitway) will be determined through the ongoing GTA West Environmental Assessment process.

Urban System

Section 5.6 of the Region of Peel Official Plan outlines the objectives of the Urban System. The overarching goal of the Urban System is to establish complete, healthy communities that support opportunities for living, working, and recreation, while also respecting the natural environment (Policy 5.6.2).

The Urban System is intended to promote intensified and compact built form, encourage a mix of land uses, and support pedestrian-friendly and transit-supportive development patterns (*Policies 5.6.3 and 5.6.4*). Urban development and redevelopment will be directed to locations within the Regional Urban Boundary, in a manner that supports a compact urban form (*Policy 5.6.12*).

Further, development and redevelopment are to proceed in accordance with the growth management and phasing policies of the Official Plan and are to be supported by the planned provision of necessary infrastructure and services (*Policy 5.6.13*).

Designated Greenfield Areas

The introductory text in Section 5.6.20 of the ROP states that *Designated Greenfield Areas* within the Town of Caledon are to be planned to achieve or exceed a minimum density target of 67.5 residents and jobs combined per hectare, as also referenced in Policy 5.4.19.7.

Designated Greenfield Areas, including but not limited to lands within the 2051 New Urban Area (which encompasses the subject site), are identified as locations intended to accommodate new residential communities and employment areas through to 2051. These areas are envisioned to support complete communities that meet the daily needs of future residents and include employment areas focused on the creation of new business and economic activity clusters.

The objectives for development in the *Designated Greenfield Area* include ensuring that growth is phased to protect natural heritage features and water resource systems, and to promote the efficient use of infrastructure (Policies 5.6.20.3 and 5.6.20.4). Development is expected to support a range and mix of housing types and densities (Policy 5.6.20.7) and will be staged and sequenced within delineated Secondary Plan areas. These areas are also intended to offer a diverse housing supply to support community needs (Policies 5.6.20.14.3 and 5.6.20.14.4)

2051 New Urban Area

Policy 5.6.20.14 of the ROP identifies the *2051 New Urban Area* as a newly *Designated Greenfield Area* planned to accommodate growth to the year 2051. This area is intended to include:

- Community Areas, which will accommodate approximately 175,000 residents and 19,000 supporting jobs, forming the foundation for new residential communities; and

- Employment Areas, which are expected to accommodate approximately 38,000 jobs, serving as the focus for new clusters of business and economic activity.

Development within the 2051 New Urban Area is to be undertaken in a manner that ensures the protection and management of natural heritage features and water resources. It is also intended to support a diverse range and mix of housing options and densities, including the provision of additional residential units and affordable housing, to meet the needs of households of varying sizes, incomes, and ages.

To guide the implementation of growth, local municipal secondary plans within the 2051 New Urban Area will be prioritized, advanced, sequenced, and approved based on a staging and sequencing plan curated to the satisfaction of the Region.

Housing

With respect to housing, Section 5.9 of the ROP states that the goal for housing is to supply an adequate mix and variety of housing that is responsive to the needs and goals of all individuals and communities. The Regional housing targets are summarized in Table 4 of the ROP (as per below) and are based on the housing needs identified in the Peel Region Housing and Homelessness Plan and Regional Housing Strategy:

Table 4 of the ROP- Housing Targets

Target Area	Targets
Affordability	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
Rental	25% of all new housing units are rental tenure
Density	50% of all new housing units are in forms other than detached and semi-detached houses

Transportation

Sections 5.10 of the ROP provide the goals, objectives and policy framework with respect to transportation in the Region. Regional objectives with respect to transportation include but are not limited to:

- developing an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA (Policy 5.10.1);
- promoting *sustainable transportation* modes, barrier (environmental and physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels (Policy 5.10.2);
- optimizing the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes (Policy 5.10.3);
- supporting a transportation system that enhances economic vitality and growth in the Region (Policy 5.10.5);
- supporting the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector (Policy 5.10.7); and,
- strengthening the multi-modal function of Regional roads (Policy 5.10.8).

Regional objectives with respect to sustainable transportation (Section 5.10.34) include but are not limited to:

- reducing auto dependency by providing a range of transportation services to meet the diverse needs of the population (Policy 5.10.34.1);
- Achieving a 50 per cent sustainable modal share in the Region of Peel by 2041 by providing sustainable transportation infrastructure and promoting its use (Policy 5.10.34.2);
- supporting and encourage the connectivity and coordination between transit services (Policy 5.10.34.3); and,
- promoting a transportation system that encourages reduced emissions, and energy conservation (Policy 5.10.34.8).

Conformity with the Region of Peel Official Plan

In our opinion, the Proposal conforms to the policies of the ROP.

The DPOS will exceed the minimum density requirement as outlined in the ROP (67.5 ppj/ha in the developable area). The total developable area of the subject site is 37.827 hectares which would result in a minimum target of 2,547 ppj in the developable area. The estimated 2,551 people and 88 jobs (69.8 ppj/ha), across the proposed 834 residential units exceeds the minimum of 67.5 ppj/ha set out in the ROP for *Designated Greenfield Areas*.

Furthermore, the subject site proposes a mixture of compact medium-density residential uses in proximity to schools, parks, retail/commercial uses including a public park proposed on the subject site. Utilizing a modified grid street pattern, a network of porous blocks is proposed with the medium density residential block proposed along Mayfield Road and the proposed Collector Roads to help support the planned transit in the WV Secondary Plan area. The Proposal includes a mixture of unit types and sizes to support affordability objectives. With respect to housing, the proposed development contains approximately 834 residential units with 54.6% of all units in a form other than single or semi-detached, which exceeds the target of 50% in the ROP.

From a sustainability and natural environment perspective, the natural heritage features and required buffers are being protected for and additional compensation area is also included within these blocks. The natural heritage features, buffers, and compensation areas were delineated through the Secondary Planning and LLS process by GEI.

Accordingly, it is our opinion that the Proposal conforms to the ROP.

5.4.2 Future Caledon Official Plan

The Future Caledon OP was adopted on March 26, 2024, through By-law 2024-014, and approved by MMAH on October 22, 2025 and is now in force and effect. The Future Caledon OP replaces the Town 1978 OP and represents the Town of Caledon's comprehensive land use and growth management strategy, designed to guide development, housing, transportation, and employment up to the year 2051. The proposed development has been prepared in conformity with the policies and schedules of the Future Caledon OP.

The subject site is within the *Urban Area* as shown on Schedule B1 – Town Structure Plan (**Figure 11**) with an Urban Corridor proposed along Mayfield Road.

On the Land Use Plan (Schedule B4), the subject site is designated *New Community Area* with the natural heritage features in the northeast and southwest part of the plan designated *Natural Features and Areas*. The subject site is also located within the *New Urban Area 2051* designation on *Schedule B2-Growth Management*. The lands to the north, west, and a part of the lands east of the subject site are also designated *New Community Area* within the New Urban Area 2051.

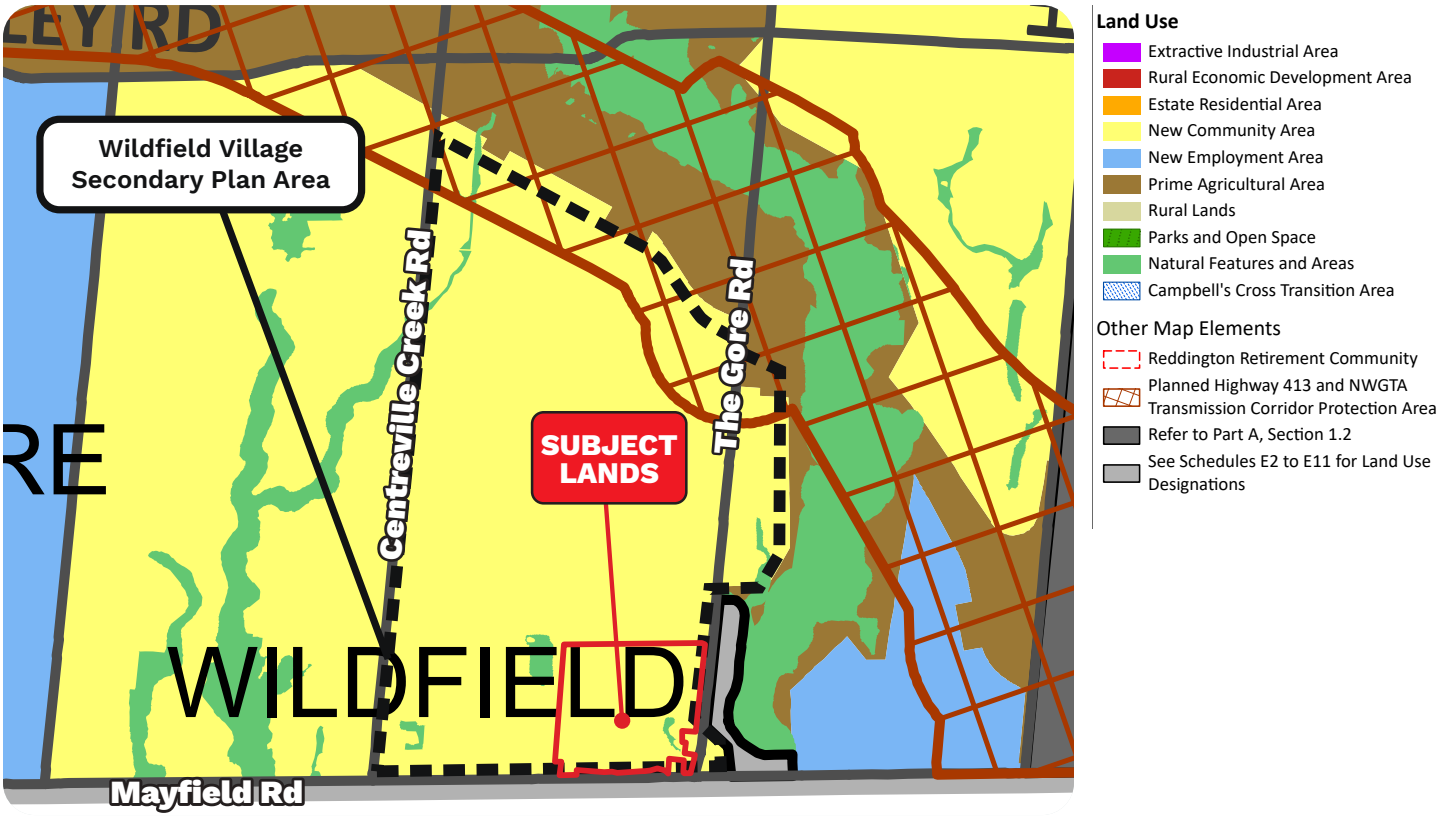


Figure 10 - Schedule B1 – Town Structure Plan

Urban System and New Community Area

Section 3.1 of the Future Caledon OP outlines the components of the Town's Structure. Policy 3.1.3(a) specifies that the Urban System, also referred to as the *Urban Area*, is intended to facilitate most of the population and employment growth over the next 30 years and beyond. Section 21.1 details specific policies related to *New Community Areas*.

As per Policy 21.1.1, all *New Community Areas* and *New Employment Areas* will undergo secondary planning in accordance with the relevant policies of the Future Caledon OP. New and developing community and employment areas within the Town's *New Urban Area* will be subject to general land use designations until they undergo secondary planning in accordance with the policies of this Plan (Policy 21.1.3). The Town will only permit development in *New Community Areas* in accordance with an approved secondary plan or as set out in the Future Caledon OP (Policy 22.1.1). In accordance with the Future Caledon OP, the *New Community Area* designation identifies lands to be developed as future residential/mixed-use communities. As per Policy 22.2.1, the objective of these lands is for them to be redesignated to detailed land use designations only through the preparation and approval of a secondary plan.

Policy 22.2.1 directs that *New Community Areas* will be designed at a higher density than existing areas in Caledon, providing more housing on less land, and with smaller lot sizes.

Urban Corridors within New Community Areas

Mayfield Road is considered an Urban Corridor under the Future Caledon OP. Policy 22.5 directs that Urban Corridors within *New Community Areas* are anticipated to be approximately 100 metres in depth on either side of the road and will be characterized by a mixture of primarily high intensity forms of development including retail and service commercial uses, offices and residential apartments, as well as community facilities. A broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high-density residential uses are also permitted. Ground-related medium density residential uses may be permitted towards the rear of the Urban Corridor (Policy 22.5.2).

With respect to the design and built form of development along *Urban Corridors* within *New Community Areas*, Policy 22.5.3 highlights several criteria that will be applied, as outlined below:

a. Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge.

b. The development of mixed-use buildings is encouraged; however, stand-alone commercial and residential buildings are permitted.

c. Buildings up to 12 storeys may be permitted. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods.

d. The development of additional surface parking adjacent to the Urban Corridor is generally not permitted. Instead, all future parking spaces should be included within structured parking garages screened from view of the streets or in underground parking. Where it is appropriate, surface parking may be located to the rear of buildings that front on the Urban Corridor.

e. Surface parking lots should be broken up into small sections with appropriate amounts of landscaping to modify the effects created by large asphalt areas.

f. A strong landscaped street edge treatment should be provided.

g. To support transit friendliness, well-articulated, accessible and visible pedestrian walkways traversing parking areas should be provided between the street and main entrances.

h. Given the potentially large-scale of buildings under this category, massing strategies should be employed to modify its impacts, and the building façades should be articulated accordingly.

i. Urban Corridors may be designed with double frontage to be oriented to major streets and also the interior portion of adjacent neighbourhoods.

j. High priority placed on the pedestrian, cycling and transit experience within Urban Corridors, utilizing site layout, building location and building design to reinforce convenience, comfort and safety.

k. Transit-oriented development and transit-supportive public space design will be a high priority within Urban Corridors.

l. Buildings should be designed to include highly articulated façades at the ground plane, avoid blank walls, and incorporate large windows, accented main entryways and other elements that enhance the pedestrian environment.

Growth Management

Section 4.0 of the Future Caledon OP contains policies related to growth management, which are intended to direct and manage growth to the year 2051 by accommodating an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and public service facilities. Pursuant to Policy 4.1.1, the Town is anticipated to accommodate 300,000 people and 125,000 jobs by the year 2051, the majority of which is expected to occur in the Urban Area. According to Policy 4.1.3, limited growth will be permitted outside of the Urban Area. Furthermore, Policy 4.4.5 directs that when lands are to be made available for development according to the Town's Growth Management and Phasing Plan, a secondary planning process will be initiated.

Policy 4.3.1 notes that development within *designated growth areas* will be designed to meet or exceed a density of 50 residents and jobs combined per gross hectare. Policy 4.3.3 requires the Town to plan for *complete communities* within *designated growth areas* and *settlement areas* that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the *development* of high quality *public realm* and *compact built form*.

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

Climate Change

The climate change objectives of the Future Caledon OP include supporting built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:

- support the creation of compact, *transit-supportive*, and *complete communities*;
- 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;
- 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,
- plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.

Policy 5.4.1 directs the Town to establish Green Development Standards to be implemented through the development application requirements.

Urban Design and Site Design

Section 7.0 of the Future Caledon OP contains policies that promote high quality urban design. Policy 7.2 of the Future Caledon OP states that the Town will require high quality urban design through the implementation of this Plan and approved Town-wide Design Guidelines.

Policies 7.2 and 7.3 also provides guiding policies for how new communities, new streets, and new pedestrian connections should be designed. Specifically, Policy 7.2.4 states that new communities will, amongst other things:

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, and;

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;

As per policy 7.3.3, new streets will be designed to:

a. Provide access and municipal street addresses for new developments;

b. Extend site lines and view corridors;

c. Divide larger sites into smaller blocks;

d. Include pedestrian and cyclist amenities to promote active transportation; and,

e. Balance the needs and priorities of various users and uses within the right-of-way (Policy 7.3.3).

With respect to pedestrian connections, Policy 7.3.13 further states that pedestrian linkages should be incorporated into the design of new development and through large sites to create mid-block connections from internal areas to collector or arterial roads.

Policy 7.8 goes on to discuss the design policies for the built form, including the scale and massing of developments, expected across the Town. As per Policy 7.8.2, buildings should be oriented with main entrances located to face the streets and corner buildings should address both streets by providing articulated façades facing each street. Buildings at the end of terminating views or street intersections should have an increased architectural presence and should enhance and create view corridors and vistas. Buildings with frontage on arterial roads should have grading and storm servicing directed away from arterial roads towards internal streets (Policy 7.8.4). Building servicing, as well as parking, access, loading, and waste collection areas, should be integrated into the building design, located away from sensitive land uses, and be separated and screened from the public realm (Policy 7.8.6). Surface parking areas should generally be located on site at the rear or side of buildings and not between the front of a building and the street. (Policy 7.10.3)

With regard to building types, Policy 7.9 directs that low-rise buildings will generally be no taller than four storeys in height, whilst mid-rise buildings will generally be 5-12 storeys in height or at a height less than the width of the right-of-way frontage. Mid-rise buildings should be focused along Urban Corridors, oriented toward major street frontages, and be designed to have suitable transition in scale to adjacent areas through setbacks, stepbacks, angular planes, buffers and separation distances (Policy 7.9.2).

Housing

As it relates to housing, Section 9.0 of the Future Caledon OP states that it is the Town's goal to create opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents through intensification, incorporation of additional residential units, inclusionary zoning and purpose-built affordable housing.

Policy 9.2.1 provides that the Town will contribute to the Provincial and Regional growth forecasts by planning to accommodate 90,000 new residential units by 2051 and that to ensure an adequate of supply of housing is available at all times, the Town will maintain at least a 15-year supply of

land designated, and available, for residential development, redevelopment and residential intensification; and, a minimum 3-year supply of residential units with servicing capacity in draft approved or registered plans.

Policy 9.2.6 goes on to specify that to support the diversification of housing stock, the Town will work with the Region to achieve a target of 50% of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas. Furthermore, development containing more than 50 new residential units is encouraged to include a 50 percent 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.

With respect to the distribution of housing stock, Policy 9.5.2 directs that the greatest residential densities and building heights will be focused within the Urban and Neighbourhood Centres and along the Urban Corridors. Housing options in these areas will include multiplexes, multiple attached dwellings, apartments, and retirement homes.

Transportation

Section 11 provides policies relating to the Town's transportation system, providing that the Town shall ensure high quality mobility options are available to users of all ages, abilities and income levels. Policy 11.2.6 recognizes that the town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit infrastructure, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods. As new urban areas are developed, the Town will establish a grid system of roads to enable effective transit use and the efficient movement of traffic and emergency vehicles (Policy 11.2.15).

The Gore Road and Mayfield Road are considered Regional Arterial Roads with planned right-of-ways of 45.0 m and 50.0 metres, respectively, under *Schedule C-1 - Town Wide Transportation Network* (**Figure 11**) *and Schedule C-2 – Town-wide Right-of-way Widths* (**Figure 12**). Daylight triangle land dedication requirements are specified in Table 11-2 based on the road classification and the intersection type.

The planned Highway 413 Corridor is also illustrated on several adopted Schedules as being located north of the subject site with the nearest interchange located generally along The Gore Road, south of Healey Road. Local Transit is also proposed to be extended along Centreville Creek Road as per Figure C4 – Town wide transit network (**Figure 13**)**.**

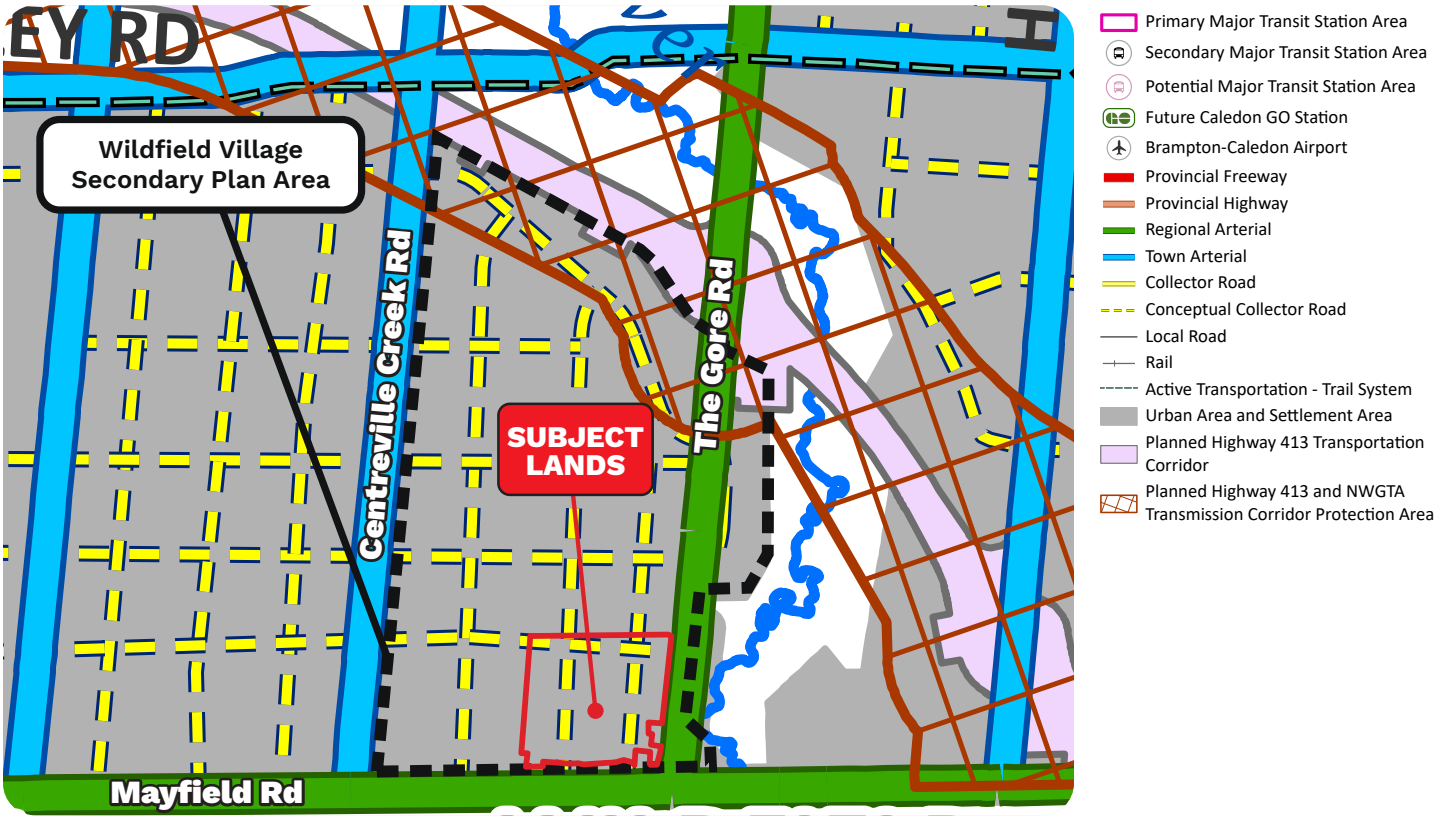


Figure 11 - Schedule C-1 - Town Wide Transportation Network

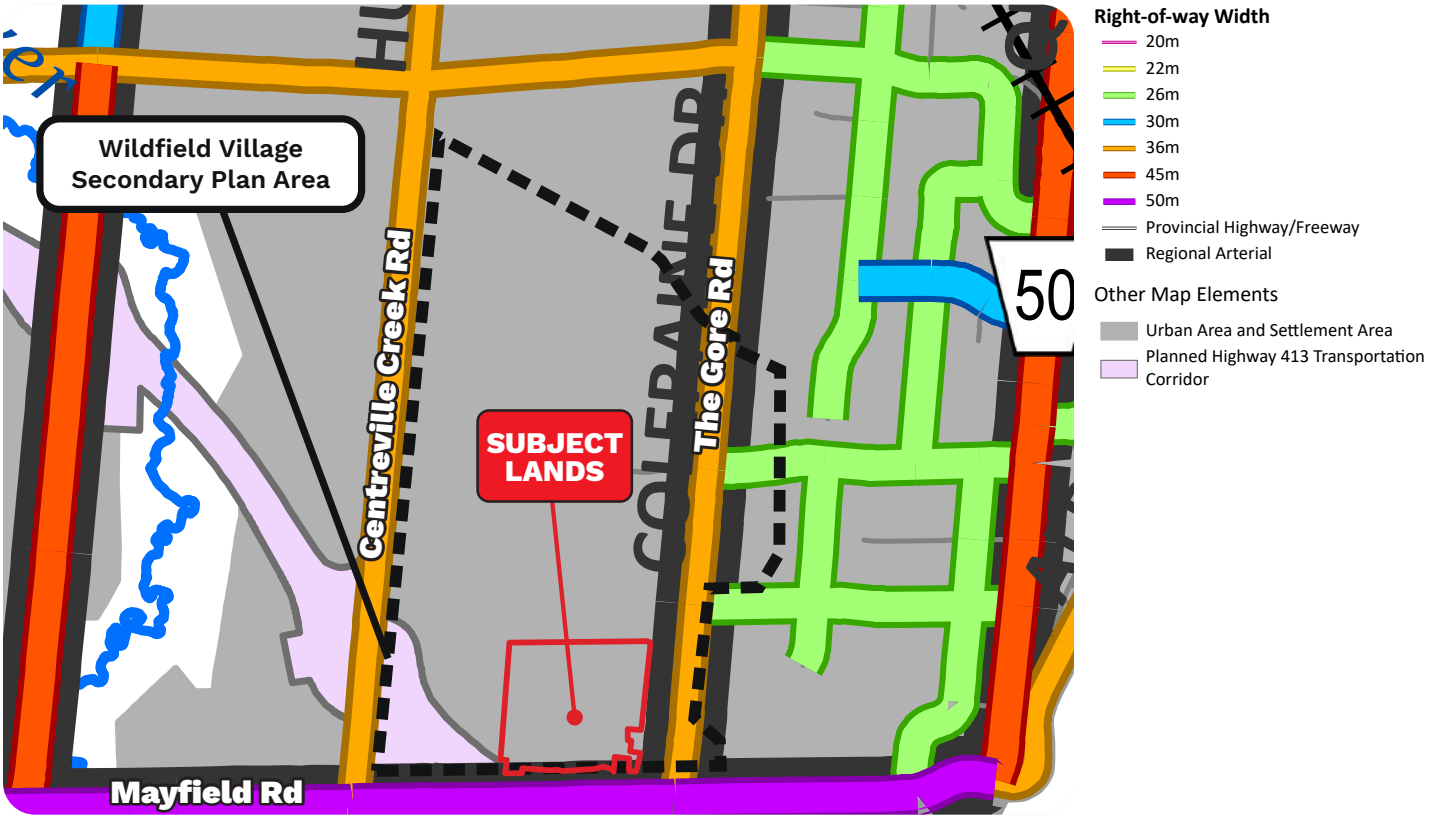


Figure 12 - Schedule C-2 – Town-wide Right-of-way Widths

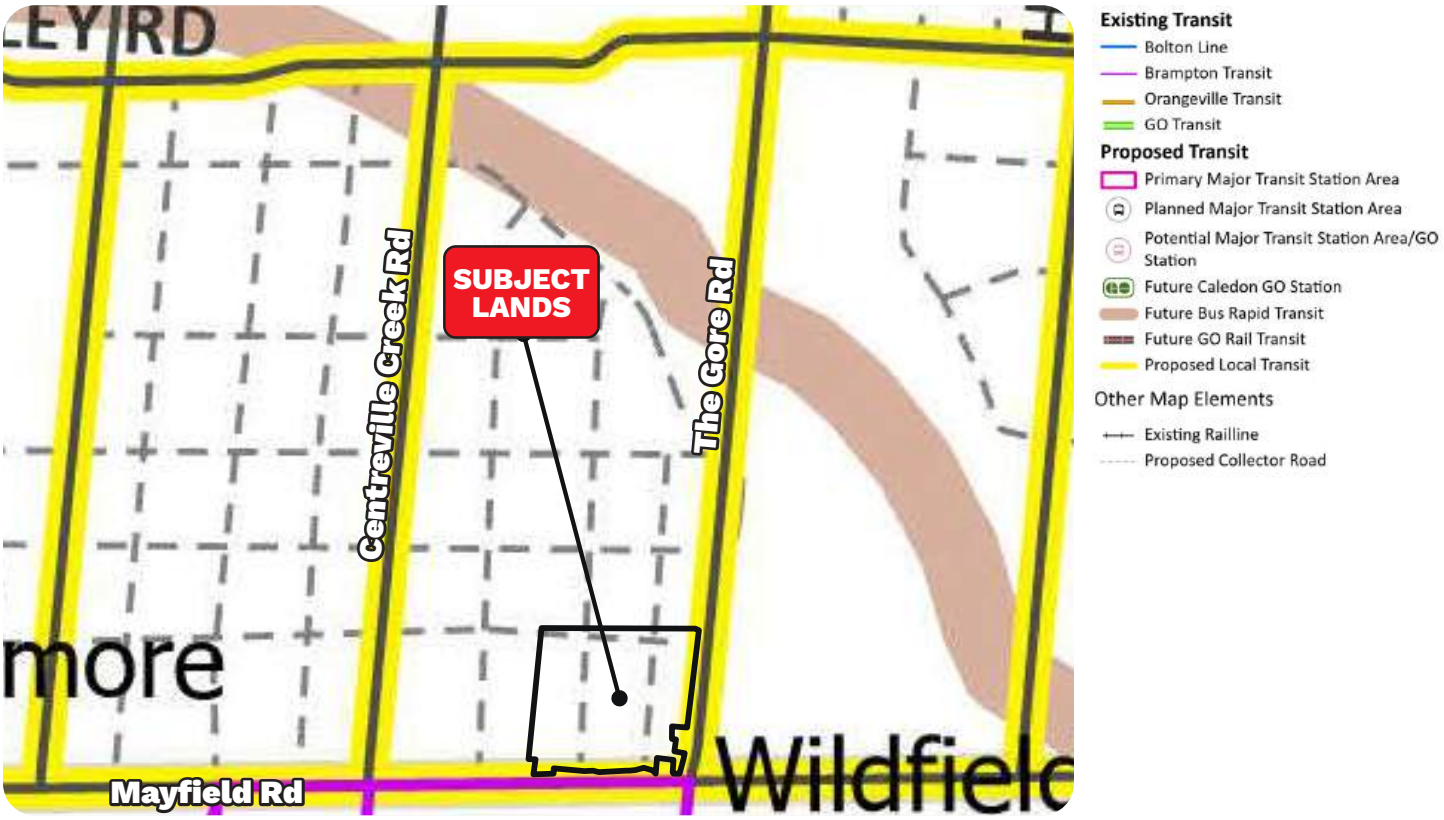


Figure 13 - Figure C4 – 2051 Town-wide Transit Network

Conformity with the Future Caledon OP

In our opinion, the Proposal conforms to the policies of the Future Caledon Official Plan.

As noted, Policy 22.5 states that *Urban Corridors* within *New Community Areas* are generally anticipated to extend approximately 100 metres in depth on either side of the road. The medium density residential block is approximately 80 metres deep and therefore falls within the *Urban Corridor*.

In accordance with the *Urban Corridor* policies of the Future Caledon OP, the medium-density block identified on the DPOS is located along Mayfield Road at a key intersection of Mayfield Road and the proposed north-south Collector road and can accommodate a mix of permitted built forms. A conceptual demonstrations plan has been prepared for this block to demonstrate that it is appropriately sized and located to accommodate mid-rise buildings in conformity with the policies of the Future Caledon OP.

The height of buildings within the *Urban Corridor* will range from approximately 6 to 8 storeys with parking located away from Mayfield Road and the future Street "B" collector road. The Proposal will also provide for a mix of housing types to promote an accessible and appropriate inventory of housing stock for all socio-economic groups as directed by Policy 22.7.1. Specifically, the proposed development will contain 379 single- and semi-detached dwellings, 187 townhouse units (on-street, rear-lane, and double frontage), and 268 apartment units.

As per the Future Caledon OP, the proposed streets are designed in a grid pattern to allow access to each of the smaller neighbourhood blocks and allow for connectivity to surrounding parcels of land within the Wildfield Area. Rear-lane and dual-frontage townhouse units are proposed along The Gore Road, the east-west Collector Street "A", and the north-south Collector Street "B" provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping along the Urban Corridor and other collector streets. The location of the rear-lane and dual-frontage units along the collector and arterial roads allows driveway access to be located from internal local public roads and laneways which contributes to continuous street frontages whilst creating a well- balanced, human scale, street and building relationship, to encourage pedestrian activity.

In conformity with the Future Caledon OP, a road widening along The Gore Road is proposed to accommodate the planned right-of-way width of 45 metres. Conveyances along Mayfield Road have already been dedicated to the Region.

With respect to Growth Management, the subject site is considered part of the *Urban Area* where the majority of the Town's growth is expected to be accommodated (300,000 people and 125,000 jobs by the year 2051 as per Policy 4.1.1). The Proposal would contribute approximately 818 residential units to the Town which is anticipated to accommodate approximately 2,551 people and generate approximately 88 jobs in a compact built form layout consistent with the growth management policies of the Future Caledon OP.

With respect to the Urban Design and Site Design policies of the Future Caledon OP, mid-block and pedestrian connections have been incorporated into the proposed development through the inclusion of sidewalks on both sides of each local road, consistent with Policy 7.3.13 (pedestrian linkages) of the Future Caledon OP.

With respect to housing, approximately 54.6% of units will be in a form other than single or semi-detached housing which exceeds the Towns target of achieving 50% non-semi-detached and non-single-detached homes.

Also, in conformity with the policies of the Future Caledon OP, the WV Secondary Plan process was initiated and has since resulted in an adopted Secondary Plan.

In our opinion, the Application conforms to the Future Caledon Official Plan.

Draft Growth Management and Phasing Plan

The Town of Caledon initiated the Growth Management and Phasing Plan in 2021 which is intended to provide clear guidance on where, when, and how Caledon should grow through the 2051 New Urban Area.

A statutory public meeting was held on March 4, 2025 which included the release of a draft OPA which proposes to amend the Future Caledon OP with updated policies related to growth management and phasing as well as introduce a growth phasing schedule (Schedule B5). This OPA is expected to be brought forward to Council for approval in 2025. The draft Schedule B5 identifies the Wildfield Village Secondary Plan Area in Phase 1 which is intended to meet the Town's immediate needs for growth (2026-2036 horizon).

5.4.3 Wildfield Village Secondary Plan (Adopted)

As mentioned previously, an OPA application was submitted by the Wildfield Village LOG to establish the WV Secondary Plan. On July 8, 2025, By-law No. BL-2025-0060 was passed to adopt the WV Secondary Plan (OPA 285) which proposes to amend the 1978 Town OP. Given the Future Caledon OP has been approved, an amendment is expected to be brought forward to Council amending the Future Caledon OP to incorporate the WV Secondary Plan.

The WV Secondary Plan includes policies to facilitate the development of approximately 6,840 new residential units for an anticipated 22,140 people across a total of 355 gross hectares of land by 2051. A density target of 68 people and jobs per hectare is also anticipated for the Secondary Plan Area.

The adopted WV Secondary Plan includes policies related to a protected natural heritage system, community amenities (including schools and parks), a connected road and active transportation network, and a mix of land uses.

Consistent with the Future Caledon OP, the subject site is designated *Urban Corridor* under the adopted Secondary Plan and contains one (1) new east west collector road and one (1) new north-south collector road (**Figure 14**).

Land Use

Urban Corridor

As per the adopted Secondary Plan Land Use Schedule, the southern portion of the subject site is designated *Urban Corridor* with the reminder designated *Neighbourhood Area*. Consistent with the Future Caledon OP, higher intensity forms of residential and mixed-use development will be focused along the *Urban Corridors*. As per Policy 7.19.11.1.2.1 of the adopted Secondary Plan, ground related medium density residential uses are permitted to be located throughout the *Urban Corridor*, however high-density residential uses are encouraged to be located close to the street and at major intersections along the *Urban Corridor*.

Policy 7.19.11.1.2.3 of the adopted Secondary Plan outlines the permitted uses for the *Urban Corridor* designation. Per the adopted policies, a broad range of retail, service, office, cultural, institutional, educational, hospitality, entertainment, recreational and other related uses may be permitted. Medium and high-density residential uses are also permitted along with ground-related medium density residential uses upon discussion and approval of the Town. The designation is intended to encourage development of mid-rise buildings and higher-rise buildings (in select locations) (Policy 7.19.11.1.2.4)

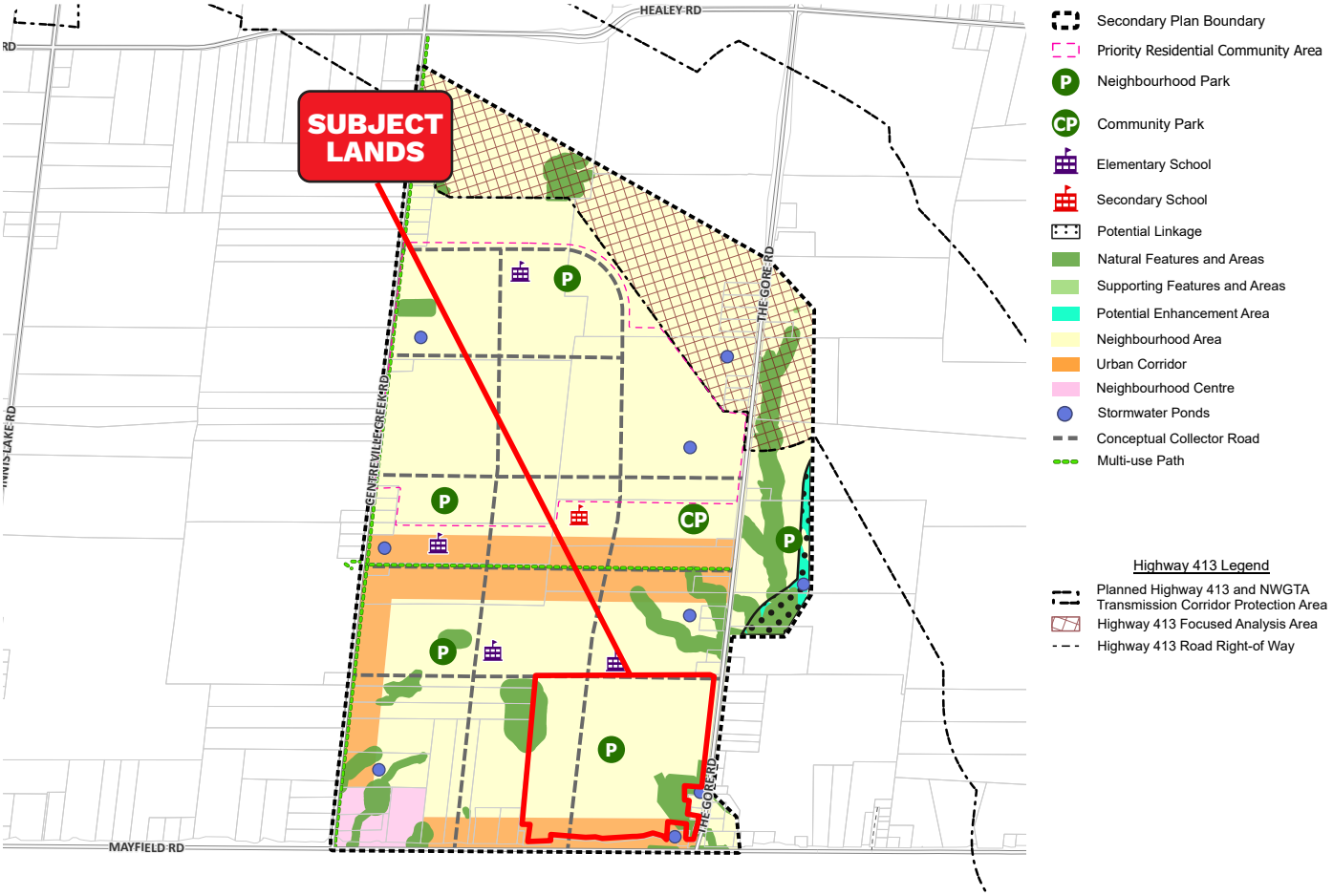


Figure 14 - Adopted Wildfield Village Secondary Plan – Land Use Plan (Schedule U)

Development policies for the *Urban Corridor* designation also include, but are not limited to, the following:

- Encouraging the development of mixed-use buildings; however, stand-alone commercial and residential buildings are permitted;
- Permitting buildings up to 12 storeys. Lower building heights and/or greater setbacks and step-backs will be required adjacent to existing and planned low-rise neighbourhoods;
- Locating surface parking to the rear of buildings that front on the Urban Corridor where appropriate and including all future parking within structured parking garages or underground garage screened from view of the streets;
- Providing a strong landscaped street edge treatment;
- Providing a well-articulated, accessible and visible pedestrian walkways traversing parking areas, between the street and main entrances; and,
- Designing Urban Corridors with double frontages to be oriented towards major streets and the interior portion of adjacent neighbourhoods.

Neighbourhood Area

The *Neighbourhood Area* designation is intended to accommodate a wide range of housing types, alongside schools, parks and other institutional uses needed to support the development of a complete community. As per Policy 7.19.11.1.3.3 of the adopted WV Secondary Plan, amongst other things, a full range of ground-related housing including single detached dwellings, semi-detached dwellings, street and laneway townhouses, back-to-back townhouses, multiplexes and low-rise apartments are permitted in the *Neighbourhood Area*.

Development policies (7.19.11.1.3.4) for the *Neighbourhood Area* designation also include, but are not limited to, the following:

- Streets within *Neighbourhood Areas* will be designed and laid out based on a modified grid pattern, which responds to topographical features, natural open spaces, built heritage, and existing development patterns. Trails and/or walkways will be integrated into development proposals to maximize connectivity within neighbourhoods and between neighbourhoods, to promote public access to community uses and natural heritage features
- Buildings in low-rise areas will generally not exceed three storeys in height. However, buildings as high as six storeys may be permitted on mixed-use sites.
- The location and orientation of buildings are required to frame and address parks and open space, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life in Caledon. Pedestrian and multi-use trails provide access to and through parks and where appropriate, the Natural Environment System, will be planned to help encourage active transportation as a viable means of both recreation and transportation.
- Block lengths should generally range between 200 and 250 metres and in special circumstances, where blocks lengths exceed 250 metres, a

throughblock pedestrian walkway should be provided.

- Collector roads, shown conceptually on Schedule U, are required to have an urban character, and be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit and motorists.
- Public or private laneways are permitted in strategic locations adjacent to arterial and collector roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.
- The development of pedestrian-oriented focal points that are walkable from nearby areas is required. These spaces are intended to provide an internal focal point for the area and function as a public gathering area serving the immediate neighbourhood and visitors to the area. These spaces should be easily accessible and visible to the public, contain seating amenities, hard landscaping, and natural elements, and provide passive recreation uses, possible public or private programmed activities and public art. Adjacent commercial uses are encouraged to be integrated with and front upon these spaces

Transportation

The transportation policies of the adopted WV Secondary Plan direct that the overall and integrated transportation system and road network in Wildfield Village shall be planned and designed in accordance with Chapter 5.9 of the Official Plan [Future Caledon OP]. Policy 7.19.8.6.1 directs that development applications shall demonstrate that sufficient lands are conveyed to allow for the provision of bike lanes, medians, on-street parking, low-impact development measures, amongst other things.

Collector roads within the subject site must be designed and delivered in a manner that supports the modified grid structure, promotes walkability and accommodates future transit services, and ensures safe, functional access for all modes of travel (Policy 7.19.8.5.5). Sidewalks will also be provided on both sides of all public roads, except where it can be demonstrated to the Town, at its sole discretion, through detailed design that physical or environmental constraints make a two-side treatment impractical and an equivalent accessible connection can be achieved, or where it conflicts with other priorities of the Town.

Development will also consider, amongst other things, planning for

- sufficient transit service routes throughout the Secondary Plan and external boundary road network to provide transit access within 400 metres of the majority of residences and businesses to the satisfaction of the Town;
- road widths along planned transit routes that can safely accommodate transit vehicles; and,
- related pedestrian and/or cycling routes that provide direct access to transit routes and stops.

Conformity with the Adopted Secondary Plan

The Proposal was developed in accordance with the adopted Wildfield Village Secondary Plan policies and land use schedule and, in our opinion, conforms to the adopted WV Secondary Plan.

The Application proposes a compact built form with a mix of built form types within the *Urban Corridor* designation that provides for higher intensity forms of residential uses (i.e., mid-rise buildings) at a major intersections and ground-related medium density uses within a network of local public streets at the rear of the corridor. Within the *Neighbourhood Area* designation, a diverse mix of ground-related residential built form types are proposed with single- and semi-detached dwellings alongside a variety of townhouses to promote a mix of density. Block lengths do not exceed 250 metres and are generally between 100 and 180 metres, in conformity with the policies of the *Neighbourhood Area*. The proposed uses and built form types are permitted within the adopted WV Secondary Plan.

Rear-lane and dual-frontage townhouses are proposed to front The Gore Road and the new Collector Roads to maintain an urban and pedestrianized environment by ensuring driveway access is from interior local roads and laneways. As per the adopted WV Secondary Plan, all driveways and surface parking for the residential units and medium density blocks are located internal to the site and blocks, and oriented towards the local roads and to the rear of buildings that front on the proposed Collector Roads. The residential blocks and proposed grid system of public streets allow for a highly porous and interconnected network which will facilitate an accessible and visible pedestrian environment and will encourage active forms of transportation as a means to accessing nearby proposed parks, school, and other community services and amenities.

Lastly, at an estimated density of 69.8 ppj/ha across the Proposal, the DPOS will exceed the density target as outlined in the adopted Secondary Plan (68 ppj/ha).

5.5 Zoning By-law

In June 2024, twelve Zoning By-law Amendments ("ZBAs") were adopted for all lands designated *New Community Area* within the Future Caledon OP. The intent of the ZBAs was to bring the zoning into conformity with the land use designations established in the Future Caledon OP, including By-law 2024-060, which applies to Wildfield Village.

Through By-law 2024-060, Wildfield Village was rezoned from Agricultural (AG) to Residential Multiple (RMD-705 and RMD-706) and Environmental Protection (EPA-1) under the Town's current Zoning by-law 2006-060 (**Figure 15**). Holding provisions (H49A and H49B) have been established to ensure certain approvals are in place, and certain studies are completed, prior to development taking place. Given the Future Caledon OP is now in force and effect as of October 22, 2025, By-law 2024-060 is now also in force and effect.

> *"...on March 26th, 2024 Council for the Town of Caledon adopted the Future Caledon Official Plan...Subsection 24(2.1) of the Planning Act, R.S.O. 1990, c.P .13 provides that the By-law comes into force and effect upon the adopted Official Plan or plan amendment coming into effect"*

The proposed development has been designed to generally comply with the regulations in the adopted By-law 2024-060 and a Zoning Compliance Matrix has been prepared and is submitted with this Application (see Section 6.2 of this Report).

Prior to the removal of both Holding provisions, only legally existing uses, non-intensive recreation uses, environmental management uses, and uses permitted as per By-law 2006-50 on the date of enactment of By-law 2024-060 are permitted. Prior to the lifting of the Holding provisions the following conditions must be satisfied to the satisfaction of the Town:

H49A:

- Approval of a Secondary Plan in conformity with the Town's Future Caledon Official Plan or an Official Plan Amendment;
- Approval of Draft Plan of Subdivision has been issued; and
- Written confirmation, where required, from the Region of Peel and/or applicable utility that:
  - a Development Agreement has been executed to implement the required water/sanitary services which may include payment of fees and posting of required securities; and
  - there is sufficient municipal water and sanitary sewer capacity to service the lands.

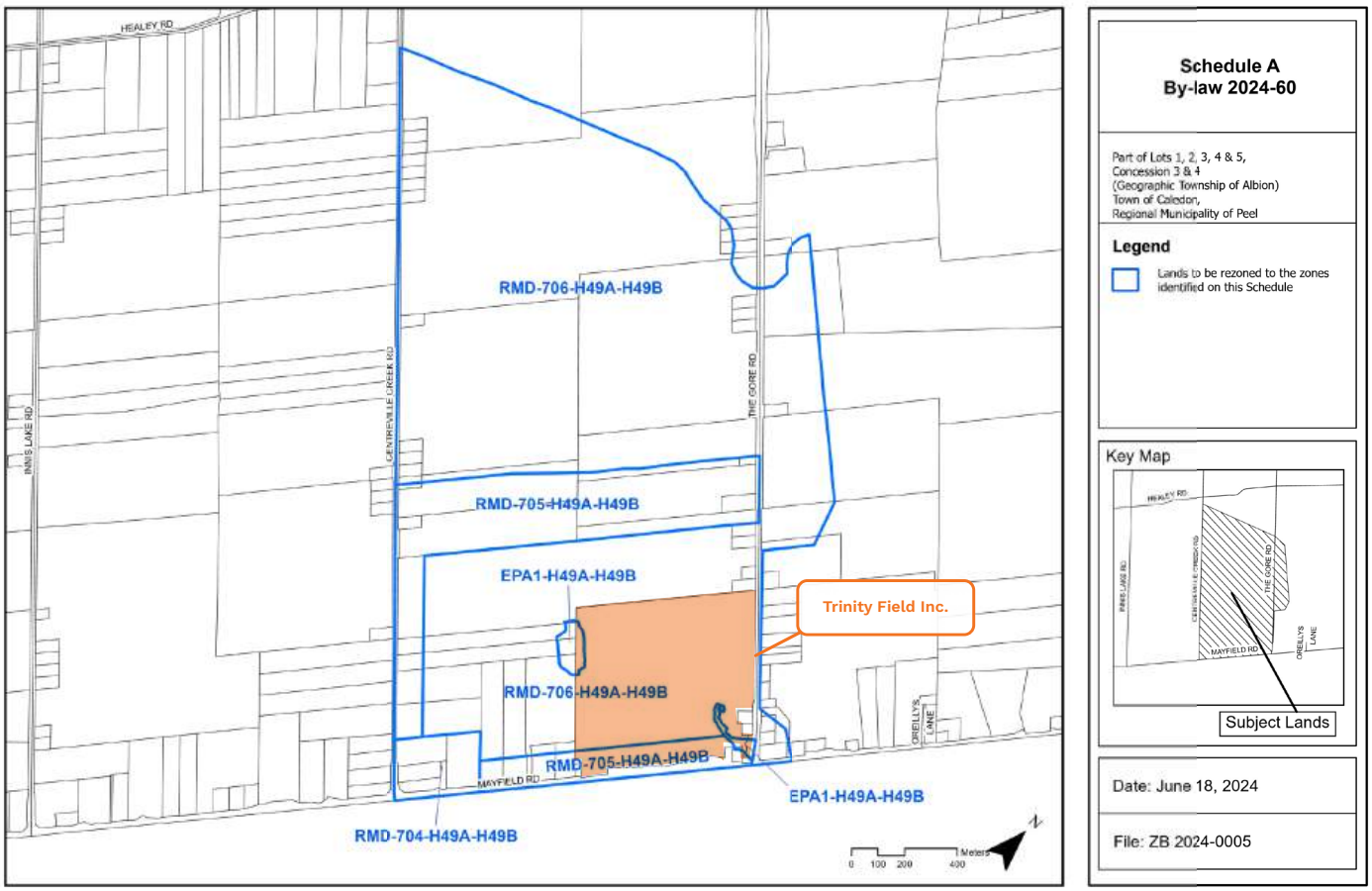


Figure 15 - Zoning By-law 2024-060

H49B:

- Submission of an Environmental Impact Study (EIS) to confirm the limits and extent of the Environmental Policy Area 1 Zone (EPA1).

The RMD, Special Provision 705 Zone, which applies to the portion of the subject site in the *Urban Corridor* designation permits a variety of residential and non-residential uses including, but not limited to:

- Apartment Building;
- Mixed-Use Building;
- Community Centre;
- Convenience Store;
- Townhouse Dwellings (back-to-back, street, stacked)
- Multiplex;
- Grocery Store;
- Hotel;
- Commercial Parking Area;
- Place of Entertainment;
- Restaurant;
- Retail Store;
- Seniors Retirement Facility; and
- Stormwater Management Facility.

The RMD, Special Provision 706 Zone, which applies to the portion of the subject site in the *Neighbourhood Area* designation permits a variety of residential and non-residential uses including, but not limited to:

- Single-detached dwellings;
- Semi-detached dwellings;
- Street townhouse dwellings;
- Stacked townhouse dwellings
- Back-to-back townhouse dwellings
- Multiplex;
- Park;
- School;
- Home Occupation; and
- Stormwater Management Facility.

The proposed uses comply with the permitted uses in the RMD-705 and RMD-706 zones. A detailed zoning matrix summarizing compliance with the adopted regulations under By-law 2024-060 is provided in Section 6.2 of this Report.

A Zoning By-law amendment application is also required to lift the applicable holding provisions which will be required prior to construction.

5.6 Urban Design Guidelines

Caledon Town-Wide Design Guidelines

In March 2025, Town Council endorsed new Town-Wide Design Guidelines ("TWDG") which provide a design framework for development applications.

A number of the guidelines have been achieved through the comprehensive Secondary Planning process, specifically with regards to the land use, transportation and public road cross-sections, public transit, natural heritage, stormwater management facilities, and active transportation.

While Community Design Guidelines have been prepared for Wildfield Village, as discussed below, the proposed development achieves the general design direction provided in the TWDG including: implementation of a block grid pattern with blocks along local and collector streets having block lengths of between 100 and 200 metres to promote walkability and community interaction (4.2.a and 4.2.b); and achieving the minimum recommended townhouse unit width to facilitate a high-quality public realm (9.3.2).

Architectural Control Guidelines will be developed in accordance with the TWDG, which will be submitted under separate cover.

Each of the proposed medium-density residential blocks will be subject to future Site Plan Control applications for which an Urban Design Report will be required at a later date.

Wildfield Village Secondary Plan Community Design Guidelines

The Wildfield Village Secondary Plan Community Desing Guidelines (WVCDG), dated November 2024, were authored by SGL Planning & Design Inc (on behalf of the Wildfield village LOG) and submitted to the Town as part of the OPA to establish the Secondary Plan. The guidelines establish a framework of the proposed community structure and design vision for the WV Secondary Plan Area. The WVCDG is intended to implement the Future Caledon OP by providing a supplementary detailed set of policies to guide growth within Wildfield Village and reflect the best practices from the Town-wide Guidelines and the Future Caledon OP policies. The WVCDG includes community vision and principles, defines the structure of the community plan, establishes an active transportation network, provides general design guidance for proposed built form and public realm features, and describes sustainability approaches for the Wildfield community.

A summary of the applicable guidelines is provided below, with a focus on guidelines related to community and block design and built form.

The WVCDG UDGs are broken up into six (6) sections – Introduction (Section 1), Community Structure (Section 2), Public Realm and Streetscape (Section 3), Parks and Open Space Network (Section 4), Site Design and Built Form (Section 5), and, Sustainable Design (Section 6).

Section 2 of the WVCDG identifies the community structure of Wildfield Village which follows the structure outlined in the adopted Secondary Plan. Specifically, Wildfield Village has been designed with a system of higher density *Neighbourhood Centres* and *Urban Corridors* and lower density *Neighbourhood Areas* with a strong grid network of east-west and north-south collector roads linked to the external surrounding arterial road network that will be further augmented through local streets to provide for a high degree of access, permeability and connectivity (Guideline 2.2).

Guideline 2.4 establishes that the *Urban Corridors* along Mayfield Road. The *Urban Corridors* are intended to provide a range of activities as part of a compact, mixed-use built form that meet the needs of residents living along the corridor, as well as within the surrounding neighbourhoods. A mix of townhouse typologies and mid-rise buildings up to 12-storeys are permitted across the *Urban Corridor*. Retail, service commercial and office uses will be accommodated at the base of residential mixed-use buildings or in stand-alone buildings.

Guideline 2.5 establishes that the *Neighbourhood Area* is intended to accommodate wide range of housing types, alongside neighbourhood-scale commercial and service uses, schools and parks. The compact and more efficient built forms throughout the *Neighbourhood Area* is intended to be supportive of active transportation and transit and will provide walkable access to nearby parks, community services and amenities for all residents.

Section 3 discusses Guidelines related to the design of the public realm and streetscape. Specifically, Guideline 3.1.1 states that block lengths should not exceed 250 metres to support walkability.

Sections 5 and 6 contain specific and general design guidelines related to site design and the built form of the various building types and sustainable design elements including:

- Integrating a mix of unit types and variation in elevations across neighbourhood blocks and along the Urban Corridors (5.1.4);
- Orient buildings and entrances to the street to establish a streetwall that contributed to an active public realm that encourages walking and cycling (5.1.5);
- Orientating buildings to face and address public streets or intersections and locate them close to the street to maintain a strong street edge (5.3.3);
- Application of an angular plane when a mid-rise or high-rise building abuts the *Neighbourhood Area* (5.3.9); and
- Priority will be given to underground parking structures. Where surface parking is permitted, locate parking in the side or rear yard behind the front main building wall, away from the primary street view (5.3.11).

A number of these built form guidelines are requirements under the adopted RMD-705 and RMD-706 zoning for the subject site (i.e., angular plane, building separation etc.).

Consistency with the Wildfield Village Community Design Guidelines

It is our opinion that the proposed DPOS appropriately responds to and has regard for the Wildfield Village Community Design Guidelines.

The proposed DPOS has been designed with a strong grid-pattern that results in block lengths ranging from approximately 50 metres to 230 metres which is less than the maximum block length of specified in Guideline 3.1.1. The public road cross-sections for the collector streets and the local roads will be in accordance with the WVCDG. The conceptual demonstration plan has been prepared in accordance with the guidelines with respect to the location of parking underground and in the rear of the site, away from primary street view.

Lastly, the proposed DPOS will facilitate the development of the subject site with a compact urban form with a mix of ground-related residential units within the interior of the *Neighbourhood Area* and mid-rise apartment buildings located at a major intersections along the *Urban Corridor* .



6 Planning Analysis

6.1 Land Use Planning Opinion Summary

The Application is consistent with the Provincial Planning Statement and conforms to the Region of Peel Official Plan, the Future Caledon Official Plan and the adopted Wildfield Village Secondary Plan, all of which support the efficient use of lands within the Region's urban area and more specifically to densify *designated greenfield areas*. Development of the subject site will contribute to accommodating the projected Regional growth, supports the Town's growth management objectives, protect key natural heritage features, provide centrally-located neighbourhood public parkland and will implement the land use and transportation policies and direction within the recently adopted Wildfield Village Secondary Plan.

The Proposal conforms to the policies of the ROP and Future Caledon OP by exceeding the minimum density requirements of 67.5 and 50 residents and jobs per hectare, respectively. The proposed development includes a diverse mix of dwelling types and sizes intended to accommodate a variety of households. From a land use and built form perspective, the proposed residential uses and unit types conform to the policies of the adopted WV Secondary Plan. A medium-density residential blocks that has an opportunity to accommodate mid-rise buildings is proposed along the Mayfield Road *Urban Corridor* at a at major intersections to enhance multi-modal connectivity and facilitate transit-supportive design.

A network of Collector and local public roads and laneways is proposed on the subject site in accordance with the recently adopted WV Secondary Plan which was supported through comprehensive supporting studies and coordination amongst the LOG. The proposed right-of-way widths for all public streets conform to the adopted WV Secondary Plan. Interior blocks are sized within the Town's recommended maximum block length and are oriented to support a finer-grain residential fabric that provides convenient, walkable access to local roads, and planned neighbourhood amenities on adjacent lands. Overall, the Proposal supports the development of a complete, well-connected, and transit-supportive community.

The Proposal provides for a comprehensively planned development with appropriate uses that implement the vision established in the WV Secondary Plan. In this regard, the Secondary Plan, along with the LSS, establishes the Natural Heritage System boundaries within Wildfield Village, the collector and local road pattern, distribution of infrastructure elements including stormwater management ponds, and provides for the required public service facilities including parks and schools. The Proposal implements the land use and transportation network within Wildfield Village and, as such, it conforms to the applicable planning policy framework and represents good planning.

6.2 ZONING COMPLIANCE TABLE

The following zoning compliance table has been prepared based on the conceptual unit floor plans and elevations provided with the Application.

Zone Standards / Required	Proposed Development	Compliance
Zone: RMD-705-H49A-H49B		
Apartment Building*		
The minimum separation distance between buildings that are 6 storeys or less that face each other with windows on the facing walls shall be 15 metres.	15.0 m	Yes
The minimum separation between a building and an internal driveway shall be 3.0 metres.	3.0 m	Yes
The minimum separation distance between the tower portions of a Building, Apartment and Building, Mixed-Use that face each other with windows on the facing walls shall be 25 metres.	No towers proposed	N/A
The minimum setback of the tower component of a Building, Apartment and Building, Mixed-Use shall be 12.5 metres to a property line that is not the street.	No towers proposed	N/A
The maximum size of the floor plate of a tower component of a Building, Apartment and Building, Mixed-Use above a podium shall be 750 m2.	No towers proposed	N/A
In no case shall a parking area be permitted between a building and the front lot line.	No parking proposed between a building and the front lot line	Yes
The maximum building length facing the front lot line shall be 60 meters.	<60 metres	Yes
The minimum height of the first storey for all non-residential uses shall be 3.5 metres	N/A	

**Conceptual demonstration plans have been prepared to show how each block can function in accordance with the adopted policies and adopted Zoning. These concept plans are for demonstration purposes only and will be refined through the Site Plan Control application process.*

Zone Standards / Required	Proposed Development	Compliance
Where buildings are 8 storeys or more in height, a podium shall be provided and the tower portion of the building shall be set back a minimum of 3 metres from the outer edge of the exterior wall of the podium. Podiums shall have a minimum height of 3 storeys and a maximum height of 6 storeys.	N/A	N/A
Where the rear yard of a lot containing a building abuts a lot in the Mixed Density Residential "RMD- 706" zone, the building height above 12 metres shall be limited by a 45- degree angular plane measured from a height of 12 metres from finished grade at the 7.5 metre setback from an adjoining Mixed Density Residential "RMD-706" zone.	N/A	N/A
Where the side yard of a lot containing a building abuts a lot in the Mixed Density Residential ''RMD- 706" zone, the building height above 12 metres shall be limited by a 45- degree angular plane measured from a height of 12 metres from finished grade at the 3 metre setback from an adjoining Mixed Density Residential "RMD-706" zone.	Angular plane achieved	Yes
The minimum depth of a balcony shall be 1.5 m.	To be determined at SPA	N/A
A minimum common amenity space of 5 m2 per dwelling unit shall be provided.	To be determined at SPA	N/A

Zone Standards / Required		Proposed Development	Compliance
Zone: RMD-706-H49A-H49B			
Street Townhouse Dwelling (includes Rear-Lane, Dual-Frontage and On-Street Townhouses			
Lot Area (Minimum, per dwelling unit)(m^2)	150	>150 m^2	Yes
Lot Frontages (Minimum)(m)			
Corner Lot, per dwelling unit	7.0	7.0	Yes
Other Lots, per dwelling unit	6.0	6.1 m	Yes
Building Area (Maximum)(Percentage)	65	TBD	
Front Yard (Minimum)(m)			
Front Wall of Attached Private Garage	6.0	5.75	No
Front Wall of Main Building	3.0	2.50	No
Exterior Side Yard (Minimum)(m)	3.0	2.00	No
Rear Yard (Minimum)(m)	6.0 *Except 1.5 m to a garage abutting a rear lane with a min. of 5 m between the detached garage and the dwelling unit*	6.0	Yes
Interior Side Yards (Minimum)(m)	1.0	1.0	Yes
Building Height (maximum) (m)	13.0	13.0	Yes
Landscape Area (Minimum)(Percentage)	25%	15%	No

6.3 Supporting Studies

6.3.1 Functional Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report (FSSR) was prepared by SCS Consulting Group Ltd which outlines outlines the means by which the proposed Draft Plan of Subdivision can be graded and serviced in accordance with the Town of Caledon, Toronto and Region Conservation Authority, Peel Region and the Ministry of Environment, Conservation and Parks design criteria and policies.

As per Sections 5.2 and 6.4, stormwater from the proposed subdivision will be directed to two stormwater management facilities, located at the southern and eastern limits of the site, which will provide quality, erosion, and quantity control before discharging to the West Humber River watershed.

Section 6.1 further confirms that the stormwater system has been designed to meet TRCA and MECP criteria, achieving enhanced water quality protection (80% TSS removal), erosion control through extended detention of the 25 mm storm, and quantity control through attenuation of post-development peak flows to pre-development levels for all design storm events, including the Regional (Hurricane Hazel) storm.

Low Impact Development (LID) measures such as rear yard infiltration trenches, roof leader disconnection, and foundation drain collectors have also been incorporated to support infiltration and water balance objectives (Section 6.3). Sanitary servicing will connect to the future Region of Peel wastewater main on The Gore Road (Project T-085), while water servicing will be provided via existing and planned regional mains on Mayfield Road and The Gore Road (Sections 7.0 and 8.0). Erosion and sediment control measures will also be implemented during construction in accordance with TRCA guidelines (Section 9.0).

6.3.2 Transportation

The Draft Plan of Subdivision was reviewed by BA Group to assess the proposed Draft Plan of Subdivision from a transportation perspective. This Transportation report Based on the analysis conducted by BA Group, site traffic generated by the proposed development can be appropriately accommodated at all intersections in the study area. With improvements planned in the Town of Caledon's Multi-Modal Transportation Master Plan (MMTMP) and Town of Caledon's Active Transportation Master Plan (ATMP) and proposed as part of the development of the site, all intersections in the study area are expected to operate acceptably under future total conditions. The following improvements are recommended.

- Align Street 'B' with the existing Martin Byrne Drive on Mayfield Road to form a four-way intersection
- Implement dedicated left-turn lanes at all collector-to-collector and collector-to-arterial intersections
- Introduce new traffic signals at all collector-to-collector and collector-to-arterial intersections

It is recommended that these improvements be studied and potentially implemented in conjunction with planned road widenings along Mayfield Road and any potential widening of The Gore Road to accommodate Highway 413 volumes.



7 Conclusion & Summary

For the reasons set out in this report, it is our opinion that the Proposal, and specifically the requested Draft Plan of Subdivision, represents an appropriate use of the subject site to establish new residential units that will be supported by a new network of new public streets and also add to the Town's housing supply to accomodate planned growth.

The Application will facilitate the development of the subject site with multiple residential lots and blocks, consisting of a variety of townhouse forms and apartment units within conceptual mid-rise buildings in the medium-density residential blocks. The Proposal will provide a network of grid-like collector and local streets in accordance with the adopted Wildfield Village Secondary Plan.

From a land use planning perspective, the Proposal is consistent with the Provincial Planning Statement, 2024, and promotes the achievement of complete communities and supports a wide variety of housing types and options. The Proposal conforms to the Region of Peel Official Plan, the Future Caledon Official Plan and the adopted Wildfield Village Secondary Plan and will contribute new housing along an Urban Corridor to support Regional and municipal population growth within a designated greenfield area. The Proposal conforms to and implements the land use, height and density policies contained within the adopted Wildfield Village Secondary Plan and exceeds the minimum densities established in the applicable policy framework.

From a built form and urban design perspective, the Proposal represents an appropriate design that is compatible with the surrounding, existing, and planned development context. The Proposal provides a mix of land uses, densities, heights and distribution that efficiently makes use of the land, which is intended for mid- to low-rise housing, by providing an efficient layout of streets and blocks.



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