



**PLANNING JUSTIFICATION REPORT
ZONING BY-LAW AMENDMENT AND
DRAFT PLAN OF SUBDIVISION
APPLICATIONS**

2650 Mayfield Road
Town of Caledon

Lormel Joint Venture Inc.

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PREPARED BY:

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FILE No: P-2569

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TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SUBJECT LANDS & SURROUNDING AREA	1
2.1	Subject Lands	1
2.2	Surrounding Area.....	1
3.0	PROPOSAL	3
4.0	PLANNING APPLICATIONS	5
4.1	Draft Plan of Subdivision.....	5
4.2	Zoning By-law Amendment.....	5
4.3	Supporting Documents	5
5.0	BASIS FOR APPEAL	9
6.0	PLANNING ANALYSIS	10
6.1	The Planning Act	10
6.2	Provincial Policy Statement (2014).....	10
6.3	“A Place to Grow” The Growth Plan for the Greater Golden Horseshoe 2019	14
6.4	Region of Peel Official Plan (Office Consolidation October 2014)	19
6.5	Town of Caledon Official Plan	22
6.5.1	Mayfield West Phase 2 Secondary Plan	24
6.6	Town of Caledon Zoning By-law 2006-50	28
7.0	SUMMARY	28

LIST OF FIGURES

Figure 1: Context Map.....	2
Figure 2: Proposed Draft Plan of Subdivision.....	4
Figure 3: Peel Region Official Plan - Schedule D	21
Figure 4: Mayfield West Phase 2 Secondary Plan - Schedule B-2	29

1.0 INTRODUCTION

KLM Planning Partners Inc. are the planning consultants for Lormel Joint Venture Inc. owners of an 18.265 hectare (45.134 acre) parcel of land municipally known as 2650 Mayfield Road and legally described as Part of Lot 18, Concession 1, WHS in the Town of Caledon, Region of Peel.

On behalf of Lormel Joint Venture Inc., KLM Planning Partners Inc. has prepared a Draft Plan of Subdivision and a proposed implementing Zoning By-law Amendment which has been submitted to the Town of Caledon to facilitate residential development on the subject lands.

As part of the review process associated with the above noted development applications, Town of Caledon staff has requested a Planning Justification Report be submitted. This report provides a planning analysis and justification in support of the proposed amendments to the Town's Zoning By-law as well as the proposed Draft Plan of Subdivision.

2.0 SUBJECT LANDS & SURROUNDING AREA

2.1 Subject Lands

Lormel Joint Venture Inc. land is located north of Mayfield Road and east of McLaughlin Road as shown on Figure 1. The subject lands are located on the southern edge of Caledon and is part of the Mayfield West Phase 2 Secondary Plan. As noted above, the Lormel Joint Venture Inc. land holding is approximately 18.265 hectares (45.134 acres).

The subject lands have frontage onto Mayfield Road and is generally flat with minor topographical deviations. The site currently contains an agricultural field with a woodlot located on the north east corner of the property.

2.2 Surrounding Area

The surrounding area is characterized by rural uses to the north and existing residential development to the south and east. The subject lands are bounded by the following:

North: Woodlot and proposed institutional.


South: Mayfield Road and existing residential dwellings in the City of Brampton.

East: Orangeville Railway and existing residential dwellings in the City of Brampton.

West: Proposed residential.

Figure 1: Context Map



 **SUBJECT LANDS**
Part of Lot 18, Concession 1
West of Hurontario Street
Town of Caledon
Regional Municipality of Peel

3.0 PROPOSAL

The proposed Draft Plan of Subdivision and Zoning By-law Amendment have been submitted to the Town of Caledon to permit the development of the subject lands for residential purposes.

As noted previously, the proposed development of Lormel Joint Venture Inc. land holding is comprised of approximately 18.265 hectares (45.134 acres). The Draft Plan of Subdivision, as shown on Figure 2, proposes the following:

- 199 units including single detached units with frontages ranging from 9.15 metres to 13.7 metres;
- 1 block, 4.574ha (11.303 acres) in size for the preservation of the woodlot on the north east corner of the property;
- 1 park block, 0.449 ha (1.110 acres);
- 1 greenlands block, 1.876ha (4.636 acres) in size;
- 1 road widening block, 0.353ha (0.872acs) in size;
- 1 0.3m reserve block along Mayfield Road; and,
- 1 stormwater management block 1.318 ha (3.257 acres).

The Draft Plan of Subdivision has been designed and coordinated with the surrounding landowners' draft plans.

The proposed draft plan of subdivision generally conforms to the Council-endorsed Framework Plan with some modifications. The proposed street layout has been modified to provide lots backing onto the stormwater management pond. The requested single loaded road is not an efficient use of land or services and is not consistent with provincial policy, does not conform to the Growth Plan and would limit the ability of the Town and Region to achieve intensification targets. Lots continue to be proposed to back onto the church property.

Through discussion with Town staff, it was determined that the proposed street network was acceptable and that the additional street connection at Lady Rose Terrace (formerly Street '5'/ Clove Terrace) provides access to the dwellings at the south end of the plan and is not anticipated to adversely impact Collector Road E. The location of all street connections from the proposed draft plan of subdivision to Collector Road E have been discussed in detail with planning staff and it was acknowledged that any road realignments to match the adjacent draft plan of subdivision would result in disproportionate negative impact to the subject lands.

4.0 PLANNING APPLICATIONS

The below amendments to the Town of Caledon's Zoning By-law 2006-50 and an application for draft plan of subdivision are requested at this time to implement the proposed development, as follows:

4.1 Draft Plan of Subdivision

A Draft Plan of Subdivision has been prepared to facilitate the proposed development (refer to Figure 2) which consists of:

- 199 single detached dwelling lots;
- 1 woodlot block;
- 1 greenlands block;
- Local street network including a portion of the east-west collector road;
- 1 road widening block;
- 1 reserve block along Mayfield Road;
- 1 stormwater management block; and,
- 1 park block.

4.2 Zoning By-law Amendment

A Zoning By-law Amendment application has been prepared to implement the above noted Draft Plan of Subdivision. The Zoning By-law Amendment application rezones the subject lands from Agricultural (A1) to Residential Two Exception (R2-614), Open Space (OS), Environmental Policy Area 1 (EPA1) and Environmental Policy Area 1 Exception (EPA1-405). The Residential Two Exception (R2-614) zone standards were approved on a community wide basis through Zoning By-law 2018-74. The proposed development is consistent with those zone requirements.

4.3 Supporting Documents

The proposed development has been prepared together with various supporting documents. These have been submitted separately but the findings are summarized below:

Functional Servicing Report and EIS/EIR, prepared by Urbantech and Hensel Design Group Inc. respectively

The Functional Servicing Report (FSR) and Environmental Impact Statement/Environmental Implementation Report (EIR) have been prepared by Urbantech and Hensel Design Group Inc. respectively on behalf of the Mayfield West Phase 2 Landowners group. The FSR and EIR have been submitted to the Town of Caledon, Region of Peel and CVC/TRCA and are currently under review. Updated reports were submitted in January 2019 (FSR) and March 2019 (EIS/EIR). The reports take a coordinated environmental and grading/servicing approach for the entire Mayfield West Phase 2 Secondary Plan (MW2) lands in support of the individual Draft Plans of subdivision. RAND Engineering Corporation, consulting engineers for the proposed draft plan of subdivision, has reviewed the Functional Servicing Report prepared by Urbantech (submitted January 2019) and the Environmental Impact Statement/Environmental Implementation Report prepared by Hensel Design Group Inc.

(submitted March 2019) for the MW2 Phase 1 lands. RAND is satisfied that the proposed development plan has been adequately accounted for and that sufficient site specific information has been provided in the documents to support the draft plan application for the subject lands.

Transportation Impact Study – Response to Town comments prepared by LEA Consulting Ltd., dated April 3, 2019

A Traffic Impact Study prepared by LEA, dated October 2016 was submitted in support of the proposed draft plan of subdivision. Comments were received from Town staff and have been addressed through this letter.

Noise Control Feasibility Study, prepared by SS Wilson Associated Consulting Engineers, updated April 12, 2019

Based on the analysis conducted in this investigation it is concluded that:

1. The unattenuated daytime sound levels at some of the Outdoor Living Areas (OLAs) of some of the residential dwellings will exceed the recommended objective sound level. For these dwellings, outdoor noise control measures are required along with relevant warning clauses. All other dwellings and the Common Outdoor Living Area (COLA) for the development (referred to as “Park” on the drawings) will have acceptable outdoor sound levels and therefore, no further outdoor noise control measures need be considered.
2. The unattenuated sound levels at the outside walls of some of the dwellings will exceed the recommended objective sound levels. Indoor noise controls are required for these dwellings along with relevant warning clauses. All other dwellings on the development will have acceptable indoor sound levels. Therefore, noise control measures are not required.
3. Although the projected sound levels are predicted to be above the sound level criteria outlined in Section 3, it is feasible to control sound levels within the outdoor and indoor areas of the proposed development to meet the stated criteria.
4. The results of the investigation of the stationary sources of noise (HVAC equipment serving the Immanuel Christian Reformed Church, and idling of rail equipment) indicate that the unattenuated sound levels at the Points of Reception of concern (summary list: POR1, POR2, and POR3) are predicted to comply with the applicable sound level criteria for stationary sources. Accordingly, noise control measures are not required for these Points of Reception on account of these stationary noise sources.
5. The results of the investigation of the stationary sources of noise (summary list: coupling and shunting activity on spur line) indicate that the unattenuated sound levels at the Points of Reception of concern (summary list: POR3) are predicted to exceed the applicable sound level criteria for stationary sources. Accordingly, noise control measures are warranted for these Points of Reception. In summary, the recommended mitigation measure/action as per the procedures is the construction of a barrier-berm combination of 4.4 m in total height. The acoustic barrier portion of the 4.4m barrier-berm combination is recommended to match the other the barriers in the development (2.4m). With this implementation, SSWA is satisfied that the applicable sound level criteria will be met.

Measurements of Railway Vibration Levels, prepared by SS Wilson Associated Consulting Engineers

The report makes the following conclusions:

- The vibration acceleration levels analyzed in 1/3 Octave Bands for each train passby shown in Appendix B represent the maximum levels for each pass-by, which yield more conservative results considering the fact that the vibration levels for each event (pass-by) fluctuate considerably below the measured average peak levels. This is due to the lower levels of car pass-by compared to the locomotive pass-by.
- The individual levels at some frequencies for a few of the train pass-bys are higher than the criteria levels outlined in Section 3.0, while the average levels for all passbys are at or below the recommended criteria.
- Based on the measurements conducted, vibrations due to train pass-bys are considered of marginal concern, therefore a warning clause should be recommended as a condition of approval for Lots 178 to 197 (all inclusive).
- The following warning clause should, therefore be included in all Development Agreements and Offers of Sale and Purchase or Lease of Lots 178 to 197 (all inclusive): "*Purchasers/tenants are advised that vibration levels from increasing train traffic on the Orangeville Railway Development Corp rail line (ORDC) may continue to be perceptible and of concern and occasionally interfering with some activities of the dwelling occupants*"
- No physical vibration isolation measures will be recommended for this development except for the warning clause referred to above.

Phase One Environmental Site Assessment, prepared by WSP Canada Inc.

The report makes the following findings and conclusions:

Based on the information obtained as part of the Phase One ESA, it is concluded that potentially contaminating activities (PCAs) were identified on the Phase One Property and within the Phase One Study Area. The potential for these activities to be contributing to three (3) areas of potential environmental concern for the Site are summarized in the table below. PCA numbers shown below areas per Table 2, Schedule D, of Ontario Regulation 153/04. Those activities that were deemed to be contributing to an area of potential environmental concern for the Site are summarized below:

- Pesticides (including Herbicides, Fungicides and Anti-Fouling Agents) Manufacturing, Processing, Bulk Storage and Large-Scale Application: based on aerial photographs, it appears the southern portion of the Phase One Property was historically an Orchard post 1877 to the 1980s. Currently, the site is utilized for agricultural purposes. Pesticides are known to have been used in orchards and other agricultural operations throughout the 20th century. The large-scale application of pesticides is considered to be contributing to APEC 1.
- Gasoline and Associated Products Storage in Fixed Tanks: It is anticipated that there may have been fuel storage in a tank historically on the Phase One

Property in the area around the old barn. The potential presence of fuel storage on site is considered to be contributing to APEC 2.

- Rail Yards, Tracks and Spurs: The Orangeville Caledon Railway runs along the eastern portion of the Phase One Property and is considered to be contributing to APEC 3.

The above-noted PCAs were deemed to be contributing to three (3) APECs in, on, or under the Phase One Property. Based on the APECs identified during this investigation, associated contaminants of potential concern include metals and inorganics, petroleum hydrocarbons, volatile organic compounds, polycyclic aromatic hydrocarbons and organochlorine pesticides.

Based on the findings of the Phase One ESA, a Phase Two ESA would be required in order to investigate the three (3) APECs identified to further assess the existing soil and groundwater conditions on the Phase One Property, prior to filing a Record of Site Condition (RSC), in accordance with O.Reg. 153/04, as amended.

Phase Two Environmental Site Assessment, prepared by WSP

The report makes the following recommendations and conclusions:

- Soil samples analyzed indicate elevated concentrations of PHC F2 soil at locations BH16-5 above the MOECC Table 1 SCS. The elevated concentrations of F2 at BH16-5 could be due to the equipment used to farm the Phase Two Property or a possible spill from the Orangeville Brampton Rail Line.
- The extent of the PHC impacted soil is currently unknown. Additional delineation would be required to understand extent of impacts.
- If the Site was severed 30m from the PSW boundary, the Site could be compared to the 2011 MOECC Table 2 Full Depth Generic SCS in a Potable Groundwater Condition for residential/parkland/institutional (RPI) property use as the Site would not be within 30m of a body of water or environmentally sensitive land.
- When compared to the 2011 MOECC Table 2 RPI SCS, all soil samples submitted for the analysis of metals and inorganics, PHCs, VOCs, PAHs and OCPS met the applicable 2011 MOECC Table 1 SCS.
- All monitoring wells should be decommissioned in accordance with Ontario Regulation 903 when no longer required.

Geotechnical Investigation, prepared by WSP

In general, the field exploration revealed that below the firm to very stiff reworked / disturbed soil layer, the site is predominantly underlain by stiff to hard silty clay till/clayey silt tills deposits and interbedded by very dense silty sand till/sandy silt till. A layer of till/shale complex was also encountered in some boreholes. Groundwater was encountered in the process of drilling as well as in monitoring wells.

5.0 BASIS FOR APPEAL

On April 3rd, 2018, the Building Better Communities and Conserving Watersheds Act, 2017 (Bill 139) was proclaimed in effect and made a number of changes to the Ontario Planning Act. Among many changes, Bill 139 introduced a new standard of review in the form of “tests” to ensure that applications for official plan amendments and zoning by-law amendments are consistent with and conform to the hierarchy of planning policy in Ontario, specifically policy statements issued under Section 3(1) of the Planning Act. These changes now also require that planning applications for privately-initiated official plan and zoning by-law amendments must pass the “tests” in order to have an appeal heard by the Local Planning Appeal Tribunal (LPAT). The tests are set out below:

In accordance with Subsection 34(11.0.0.2) of the Planning Act, for zoning by-law amendments, the application must demonstrate how:

(a) the existing part or parts of the by-law that would be affected by the amendment that is the subject of the application are inconsistent with a policy statement issued under subsection 3 (1), fail to conform with or conflict with a provincial plan or fail to conform with an applicable official plan; and

(b) the amendment that is the subject of the application is consistent with policy statements issued under subsection 3 (1), conforms with or does not conflict with provincial plans and conforms with applicable official plans. 2017, c. 23, Sched. 3, s. 10 (1).

The subject lands are currently zoned Agricultural (A1) in Caledon Zoning By-law 2006-50, which was approved on April 18, 2006. The existing zoning of the subject lands predates PPS 2014, the Growth Plan and Caledon Official Plan.

The existing zoning requires a minimum lot area of 8.0 hectares and a minimum frontage of 120 metres. Such a lot size does not represent an efficient use of land or existing and planned infrastructure and services and therefore limits the development of a designated settlement area. The existing zoning limits the ability of both the Town and Region to achieve its respective intensification targets, which in turn, limits the ability to achieve sufficient density to support public transit and the ability to create a complete community.

The existing zoning is therefore inconsistent with PPS 2014 and does not conform to the Growth Plan. Further, the existing zoning permits only agricultural related uses and one single detached dwelling. The full range of uses permitted by the Caledon Official Plan and Mayfield West Phase 2 Secondary Plan is therefore not accommodated by the existing zoning and is therefore the existing zoning is not in conformity.

Because the existing zoning of the subject lands is not consistent with PPS 2014, fails to conform to the Growth Plan and fails to conform with the Caledon Official Plan, therefore, the first test for an appeal is met.

The proposed application for amendment to the zoning by-law will facilitate the development of the subject lands for a more efficient use of land and existing and proposed infrastructure and services and will cause the zoning to conform to the policies of the Caledon Official Plan. The manner in which the proposed applications address the applicable policies of PPS 2014, the Growth Plan, the Peel Region Official Plan and the Caledon Official Plan is discussed in further detail in Section 6.0 of this report.

Because the proposed amendment to the zoning by-law is consistent with PPS 2014, conforms to and does not conflict with the Growth Plan, the Peel Region Official Plan and the Caledon Official Plan, the second test for the basis for an appeal is met.

There is now increased emphasis on detailed and comprehensive planning justifications and policy review based on the tests listed above. The policy analyses contained within Section 6.0 of this report have been conducted through the lens of the above tests, and demonstrate in further detail how the above tests are met.

6.0 PLANNING ANALYSIS

6.1 The Planning Act

Section 3(5) of the Planning Act requires that a decision of the council of a municipality in respect of the exercise of any authority that affects a planning matter shall be consistent with provincial policy statements and shall conform with or shall not conflict with provincial plans. It is our planning opinion that the applications for draft plan of subdivision and amendment to the zoning by-law are consistent with PPS 2014 and conform to and do not conflict with provincial plans as discussed in further detail below. Subsection 51(24) of the Planning Act sets out the criteria that approval authorities must have regard to in considering the approval of a draft plan of subdivision. We have reviewed all of the criteria in Subsection 51(24) (a) through (m) of the Planning Act and it is our planning opinion that the applications for draft plan of subdivision and amendment to the zoning by-law meet and satisfy all of the criteria.

6.2 Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (“PPS”) provides broad based policy direction on matters of provincial interest related to land use planning and development. The policies that directly apply to the proposed development of the subject lands include:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.”*

1.1.2 *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternative time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”

The development of the subject lands, as part of the Mayfield West Phase 2 community, will contribute to the mix of residential housing forms to meet the long-term needs of future residents. The proposed development protects and provides for connections to environmental features as well as provides for recreational opportunity with the Park block located adjacent to the woodlot. The proposed development will assist in the Town and Region to meet projected housing needs over the long term by making land available within designated growth areas. Further, the Landowners group, through the Community Wide Development Staging and Sequencing Report, are working on identifying sites within the Mayfield West Phase 2 Secondary Plan Area to provide land to the various affordable housing agencies.

Section 1.1.3.1 of the PPS states:

“Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”

The subject lands are located within a settlement area in the Town of Caledon’s Official Plan. This settlement area was established on November 10, 2015 through Council’s adoption of OPA 222. The proposed development assists the Town in meeting its forecasted growth targets.

Section 1.1.3.2 of the PPS is also of particular relevance as it states:

“Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and*
- 6. are freight-supportive; and*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

The proposed residential development contributes to the densities and mix of land uses within the Town of Caledon and in particular the Mayfield West Phase 2 Secondary Plan Area. Further, the proposed development will make efficient use of land and is appropriate for the planned infrastructure for the surrounding neighbourhood. The proposed development provides for new development within the Town of Caledon’s designated growth areas in accordance with the PPS which states:

“1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:

- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
- b) the orderly progression of development within designated growth areas and the timely provision of infrastructure and public service facilities required to meet current and projected needs.*

The proposed development within the Town’s designated growth area provides for new residential development that contributes to the mix of uses and densities planned for in the Mayfield West Phase 2 Secondary Plan Area. It takes into account the planned infrastructure and public services required to meet the projected needs of the community. The proposed development also contributes to the Town providing a 10-year supply of residential development in the designated growth area. This is consistent with Section 1.4.1 of the PPS which states:

“To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”*

The proposed development will be serviced by municipal water and sewage services in accordance with Section 1.6.6.1 of the PPS which outlines:

“Planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services; and*
 - 2. private communal sewage services and municipal water services are not available;*
- b) ensure that these systems are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible, financially viable and complies with all regulatory requirements; and*
 - 3. protects human health and natural environment;*
- c) promote water conservation and water efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process; and*
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.64 and 1.6.6.5.”*

The proposed development will be serviced by regional water and sanitary services and municipal storm sewers that are planned to be constructed and extended through the proposed development in accordance with municipal and regional standards as outlined in the Functional Servicing Report prepared by Urbantech dated December 2018.

Section 2.0 of the PPS contains policies related to the wise use and management of resources. Of particular note for the subject lands are the policies relating to Natural Heritage in Section 2.1 which state:

“2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems,

should be maintained, restored, or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

The proposed draft plan of subdivision includes a block for the protection of the woodlot located in the north east corner of the subject lands as well as a greenlands block along the eastern property boundary buffering the residential development from the Orangeville Rail Line and connecting to the woodlot. Further, both the woodlot and greenlands blocks will be appropriately zoned in the proposed zoning by-law amendment to ensure their protection over the long term.

Given the above policies, the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications are consistent with the policies of the PPS (2014).

6.3 “A Place to Grow” The Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow, the Growth Plan for the Greater Golden Horseshoe (Growth Plan) directs growth within the Greater Golden Horseshoe area where it may best be accommodated in order to efficiently use land and infrastructure in achieving population and employment targets. Compact built form and densities with a healthy mix of residential land uses are promoted.

The subject lands are located in the designated Built-Up Area of the Growth Plan. New development is encouraged to locate within built-up areas to assist local and regional municipalities in achieving provincial intensification targets.

2.2.1 Managing Growth

1. *Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*

- iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e) *development will be generally directed away from hazardous lands; and*
 - f) *the establishment of new settlement areas is prohibited.*
- 3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - a) *establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*
 - b) *be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
 - c) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
 - d) *support the environmental and agricultural protection and conservation objectives of this Plan; and*
 - e) *be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
- 4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
 - e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
 - f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
 - g) *integrate green infrastructure and appropriate low impact development.*

5. *The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.*
6. *Based on a land needs assessment undertaken in accordance with policy 2.2.1.5, some upper- and single-tier municipalities in the outer ring will determine that they have excess lands. These municipalities will:*
 - a) *determine which lands will be identified as excess lands based on the hierarchy of settlement areas established in accordance with policy 2.2.1.3;*
 - b) *prohibit development on all excess lands to the horizon of this Plan; and*
 - c) *where appropriate, use additional tools to reduce the land that is available for development, such as those set out in policies 5.2.8.3 and 5.2.8.4.*

2.2.2 Delineated Built-up Areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and*
 - b) *The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintaining or improving upon the minimum intensification target contained in the applicable upper- or single-tier official plan.*
2. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built-up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

4. *Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area.*
5. *The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.*

2.2.6 Housing

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*
 - b) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
 - c) *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
 - d) *implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*
2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) *planning to diversify their overall housing stock across the municipality.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*
5. *When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.*

4.2.5 Public Open Space

1. *Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:*
 - a) *clearly demarcates where public access is and is not permitted;*
 - b) *is based on a co-ordinated approach to trail planning and development; and*
 - c) *is based on good land stewardship practices for public and private lands.*
2. *Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.*

4.2.10 Climate Change

1. *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*
 - a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
 - b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
 - c) *assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
 - d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*
 - e) *recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;*
 - f) *protecting the Natural Heritage System for the Growth Plan and water resource systems;*
 - g) *promoting local food, food security, and soil health, and protecting the agricultural land base;*
 - h) *providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and*
 - i) *any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.*
2. *In planning to reduce greenhouse gas emissions and address the impacts of climate change, municipalities are encouraged to:*
 - a) *develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;*

- b) *develop greenhouse gas inventories for transportation, buildings, waste management and municipal operations; and*
- c) *establish municipal interim and long-term greenhouse gas emission reduction targets that support provincial targets and reflect consideration of the goal of low-carbon communities and monitor and report on progress made towards the achievement of these targets.*

The proposed development contains a density of 28.5 units per net hectare and will contribute to the Region's ability to achieve their density target over the entire Region. The proposed residential development will also contribute to the creation of a complete community within the Mayfield West Phase 2 Secondary Plan Area by providing for the protecting of natural features and providing a range of single detached dwellings in accordance with the Secondary Plan policies. Further, there are opportunities for alternative modes of transportation due to its proximity to the proposed bike lanes or pavement on Collector Road E as shown on the Transportation Master Plan.

Therefore, the proposed Draft Plan of Subdivision and Zoning By-law Amendment conforms to the objectives and policies in the Provincial Growth Plan.

6.4 Region of Peel Official Plan (Office Consolidation October 2014)

On September 11, 2014, Peel Region Council amended the Rural Service Centre boundary for Mayfield West to add 207.5 ha of net developable land for the Mayfield West Phase 2 Settlement Area. As such, the subject land is located within the Rural System and designated "Rural Service Centre – Mayfield West Phase 2 Settlement Area" as per Schedule D – Regional Structure of Peel Region's Official Plan (refer to Figure 3). As per the Region's Official Plan, growth is to be directed towards the Rural Service Centres in the Town of Caledon which includes Bolton, Mayfield West and Caledon East. The subject lands are located within the Rural Service Centre for Mayfield West Phase 2. The Regional Official Plan states:

"5.4.3.2.1 Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community services to those living and working in the Rural System."

Section 5.4.3.2.8 of the Region's Official Plan contains policies specifically related to the Mayfield West Phase 2 Settlement Area which speak to the creation of healthy communities, the protection of the GTA West corridor and minimum distance separation setbacks to livestock and manure storage facilities. All of these policies direct the Town of Caledon to add specific policies relating to these three areas within their Secondary Plan. As part of the submission materials a health development assessment has been provided in accordance with the Region's healthy development policy for Mayfield West Phase 2 which states:

"5.4.3.2.8.1 a) Direct the Town of Caledon to include a policy in the Mayfield West Phase 2 Secondary Plan to require the completion of a health assessment as part of a complete application for any development, to the satisfaction of the Town of

Caledon. The health assessment must be completed in accordance with the Region of Peel's Health Background Study Framework."

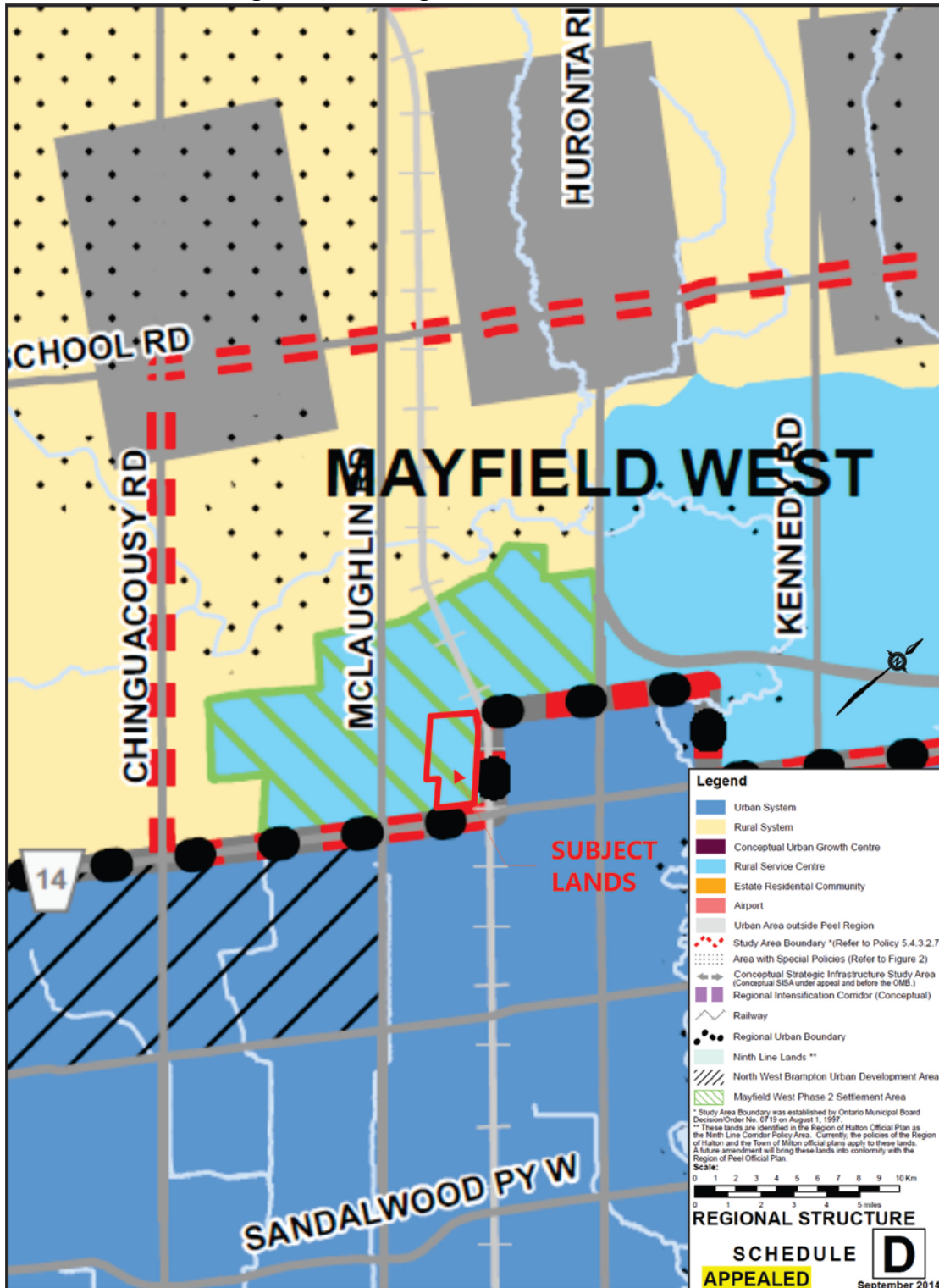
The Region's Official Plan policies further directs development within the Rural Service Centre to require and provide full municipal services. The Official Plan states:

"6.3.2.1 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities."

Municipal water and sewage services will be provided for the proposed development as demonstrated through the Functional Servicing Report prepared by Urbantech dated December 2018. The services being proposed will have the capability of servicing the proposed development.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications conform to the policies in Region's Official Plan as it provides for development within the Rural Service Centre providing for residential uses on full municipal services.

Figure 3: Peel Region Official Plan - Schedule D



SUBJECT LANDS
 Part of Lot 18, Concession 1
 West of Hurontario Street
 Town of Caledon
 Regional Municipality of Peel

6.5 Town of Caledon Official Plan

On November 10, 2015, the Town of Caledon Council adopted Official Plan Amendment 222 (OPA 222) which established the Secondary Plan and Land Use Schedule for Mayfield West Phase 2 lands generally located on the west side of Hurontario, north of Mayfield Road, south of the Etobicoke Creek and east of Chinguacousy Road. The following Official Plan housing objectives and policies are applicable to the subject lands:

“3.5.2.1 To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.

3.5.3.1 In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer and community support services can be provided in an effective and efficient manner.

Other settlements which have limited capacity to absorb and support new housing, especially housing at medium to high densities are planned to have a more moderate increase in housing.

3.5.3.5.1 A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.”

The proposed development achieves the above housing objectives and policies through single detached units with frontages ranging from 9.15 metres to 13.7 metres, which contribute to the mix of housing units consistent with the low-density residential designation in the Secondary Plan. This will assist in providing housing options to meet the demand of current and future residents. The subject lands are located within a settlement area and will be constructed on full water, sewer and stormwater management infrastructure/facilities.

The Official Plan states that the Rural Service Centres make up part of the settlement areas in the Town. The Official Plan states that Rural Service Centres are:

“compact, well integrated rural towns on full piped water and sewer services.

Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.

*The Rural Service Centres are Mayfield West, Bolton and Caledon East.”
(Section 4.1.1.3.1 a))*

As such, the proposed development is located within the Rural Service Centre and will provide for new residential growth consistent with the growth targets set out in the Town.

The Town's Official Plan contains the following applicable growth management policies with respect to Designated Greenfield Areas:

- “4.2.2.2.1 To optimize the use of the Designated Greenfield Area.*
- 4.2.2.2.2 To achieve compact urban forms within the Designated Greenfield Area.*
- 4.2.2.3.1 Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.”*

OPA 222 establishes a Designated Greenfield Area target for Mayfield West Phase 2 Secondary Plan Area of 68.2 people and jobs per hectare. The proposed development proposes 28.5 units per net hectare and 35.0 persons per gross hectare, which is lowered by the woodlot, SWM pond, park and greenlands blocks, which contribute to a complete community.

Section 5.10 of the Town's Official Plan contains policies related to Settlements. OPA 222 added Mayfield West Phase 2 Secondary Plan Schedule B-2 to the settlement areas identified in the Official Plan. The Town's general settlement area policies reiterate:

- “5.10.3.5 Development of settlements will occur in an orderly manner that make efficient use of services, and discourages scattered or fragmented land development.”*

OPA 222 also amended the general policies for Mayfield West in the Official Plan and the following policies were added:

- “5.10.4.3.2.1 The boundary of the Mayfield West Rural Service Centre is shown on Schedule B, Mayfield West Land Use Plan. This boundary represents the lands needed for the settlement for the 2031 timeframe.*
- 5.10.4.3.2.2 The boundary of the Snell's Hollow Secondary Plan is shown on Schedule B-1, the boundary of the Mayfield West Secondary Plan is shown on Schedule A; the boundary of the Mayfield West Phase 2 Secondary Plan is shown on Schedule B-2. Policies governing the development and redevelopment of these areas are contained, respectively in Section 7.11, Section 7.12 and Section 7.14.”*

The proposed development is located within the settlement area and will contribute to the Town achieving their growth targets for 2031.

The proposed development provides a compatible land use pattern and scale of development that conforms to the above noted Official Plan policies. The following section provides an analysis of the applicable policies in the Mayfield West Phase 2 Secondary Plan.

6.5.1 Mayfield West Phase 2 Secondary Plan

As noted above, Official Plan Amendment 222 (OPA 222) was adopted by Town of Caledon Council on November 10, 2015. OPA 222 implemented the Mayfield West Phase 2 Secondary Plan. The subject lands are located within the Mayfield West Phase 2 Secondary Plan (“the Secondary Plan”). Schedule D to OPA 222 is the land use Schedule B-2 for Mayfield West Phase 2 Secondary Plan and it designates the subject lands as “Low Density Residential”, “Environmental Policy Area”, “Greenway Corridor”, “Open Space Policy Area” and “Stormwater Pond Facility” (refer to Figure 4).

The Secondary Plan contains Growth Management policies to ensure that development occurs in an orderly, timely and cost effective manner. The Secondary Plan states:

“7.14.4.1.4 The Town will ensure compliance with the population and employment targets identified in Section 7.14.4.1.2 through the approval of the community-wide Development Staging and Sequencing Plan, as described in Section 7.14.4.3, and site specific Development Staging and Sequencing Plans, as described in Section 7.14.4.4.”

A community-wide Development Staging and Sequencing Plan (DSSP) prepared by Glen Schnarr & Associates Inc. was submitted to the Town of Caledon in July 2017 and a revised Section 5 was submitted in draft April 22, 2019 in accordance with Section 7.14.4.3 – Community-wide Development Staging and Sequencing Plan policies. The community-wide DSSP describes the staging and sequencing required for infrastructure to service the proposed development, public transit services, schools, community facilities, affordable housing and the natural heritage system. The DSSP estimates that the subject lands will provide for 199 detached dwelling units with an estimated population of 639 people (3.21 people per unit). The proposed development includes 199 units with an estimated population of 639 people. The proposed development is consistent with the estimated population projections in the community-wide DSSP. The proposed application will contribute towards achieving the Town’s population target for the Secondary Plan Area.

As described above, the subject lands are designated “Low Density Residential” in the Secondary Plan. “Low Density Residential” permits the following:

“7.14.5.2.1 Lands designated Low Density Residential in the Plan Area shall be developed predominantly for single detached and semi-detached housing. Street townhouses and rear-lane townhouses shall be permitted in the Low Density designation provided that matters of vehicular access, parking and land uses compatibility are properly addressed.”

The subject lands propose development of single detached dwellings which is a permitted use in the “Low Density Residential” designation.

The Secondary Plan contains policies related to noise and vibration and since the subject lands are adjacent to the Orangeville Railway Development Corporation railway track the following policies are applicable:

“7.14.7.1.1 New development in the Plan Area shall meet the requirements of all current policies and guidelines relating the Environmental and Climate Change, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon and the Orangeville Railway Development Corporation (ORDC) respectively.

7.14.7.2.2 Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 metres and 75 metres respectively of the OBRY right-of-way having a development component that includes outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment shall be required for any development within this area.

7.14.7.2.4 Development adjacent to the OBRY will adhere to appropriate safety measures such as setbacks, berms, and security fencing wherever feasible in consultation with the ORDC. Where applicable, the Town will ensure that sightline requirements of Transport Canada and the ORDC are addressed.”

A Noise and Vibration study has been completed by SS Wilson Associates. As noted above, the Noise study recommends that noise control measures such as acoustical barriers to buffer both the road traffic noise and the rail stationary noise for Lots 170-182 and along the length of the Greenlands block. Lots 157-164 and 168-199 should be equipped with air conditioning and be subject to warning clauses. Provisions for Air Conditioning and warning clauses are required for Lots 84, 85, 113, 114, 134-137, 156, and 165-167. The Vibration study concludes that vibrations due to train pass-bys are considered of marginal concerns, therefore a warning clause is recommended as a condition of approval for Lots 180 to 199 (formerly 178 to 197) inclusive.

The proposed draft plan of subdivision has been designed in accordance with the Mayfield West Phase 2 community plan to be transit-supportive, pedestrian-friendly and to provide and encourage alternate forms of active transportation within the community. The Secondary Plan contains the following policies which are applicable to the subject lands:

“7.14.15.1.1 Transportation infrastructure in the Plan Area shall be developed as multimodal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement.

7.14.15.2.1 Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of this Plan. Where there is a conflict between the guidelines and

classifications outlined under Section 5.9 and the policies of Section 7.14.15, the policies of Section 7.14.15 shall prevail.

- 7.14.15.2.4 The new spine road, from McLaughlin Road easterly to the north collector road east of the railway line as described in 7.14.15.2.2b), shall be constructed to a 2-lane arterial roadway with a westbound left-turn lane at McLaughlin Road, a 1.5 metre sidewalk on the north side, an extended 2 metre sidewalk on the south side, 2 metre bike lanes on both sides, and no street parking, subject to meeting the requirements of the Environmental Assessment Act.*
- 7.14.15.3.2 Development applications shall demonstrate that sufficient lands are being provided to accommodate bike lanes, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes, and daylight triangles. Such additional rights-of-way requirements shall be kept to the minimum and shall be determined during the development application stage and will become part of the required rights-of-way.*
- 7.14.15.4.2 Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays.*
- 7.14.15.4.3 Development plans shall be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants shall demonstrate how the proposed development addresses the following:*
- a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and*
 - b) Transit stops will be located so that all residents and employees are predominantly within a 400 metre walking distance of a transit stop.*
- 7.14.15.8.1 Generally, the provision of sidewalks in the Plan Area shall be as follows:*
- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail shall be provided on both sides of the road;*
 - b) Local Streets: Sidewalks shall be provided on one side of the street; and,*
 - c) Laneways: No sidewalks shall be required.*

Collector Roads B and E are located adjacent to the proposed draft plan of subdivision. Proposed local streets will provide connection to these roadways, and will be designed and constructed to the satisfaction of the Town in accordance with the Transportation Master Plan prepared by Paradigm Transportation Solutions Ltd, dated December 2015. Bicycle lanes are incorporated into the design of both Collector Road B and E. Further, a multi-use trail is contemplated within the Greenlands block providing connection to cycling routes along Mayfield and McLaughlin roads. The development of the community is anticipated to provide sufficient potential ridership to necessitate a transit route along McLaughlin Road, the proposed east-west spine road and Collector Road C, which will provide connection to BRT and GO Transit routes. Sidewalks within the proposed development are proposed on one side of the street only, subject to the approval of the Town.

The Secondary Plan designates a portion of the lands as Open Space Policy Area which is comprised of municipal parks. The proposed draft plan of subdivision provides for a park block (Block 202) 0.449 ha (1.110 acres) in size. The park block is located adjacent to the woodlot block providing for connections to the Natural Heritage System in the Secondary Plan as contemplated in Section 7.14.9.9 which states *“Municipal park sites in the Plan Area will be designed to connect to and enhance the Natural Heritage System in the Plan Area as a compatible adjacent land use.”*

The subject lands are subsequently designated “Environmental Policy Area (EPA)” and “Greenway Corridor” which are both part of the Natural Heritage System as identified in the Secondary Plan area. The EPA and Greenway Corridor aim to protect and enhance key natural features. The Secondary Plan outlines that the Natural Heritage System shall be gratuitously conveyed to the Town or the appropriate Conservation Authority as well as zoned in a restrictive zoning designation to protect these features for the long term. The Secondary Plan contains the following policies applicable to the subject lands:

“7.14.16.2.1 The EPA in the Plan Area, as shown on Schedule B-2 to this Plan, is comprised of woodlands, wetlands, watercourse corridors, and associated environmental buffers.

7.14.16.2.2 The Greenway Corridor in the Plan Area, as shown on Schedule B-2 to this Plan, connect key natural heritage features and areas in and adjacent to the Plan Area. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management measures, where appropriate; and pathways or trails for walking, cycling and hiking.”

The proposed application protects the woodlot identified in Block 200 on the draft plan of subdivision located at the northerly property line as well as provides for a Greenway Corridor (Block 203) to facilitate a connection from the woodlot to other natural features. Further, Blocks 202 and 203 will be the Town and Block 200 will be gratuitously conveyed to Credit Valley Conservation Authority during registration of the plan of subdivision. The proposed zoning for both of these blocks are Environmental Protection Zone in order to restrict the uses and ensure protection of the environmental features.

The Secondary Plan requires that new residential dwellings be designed and constructed to conserve water and energy. It states:

“7.14.18.1.1 All residential homes in the Plan Area shall be designed and constructed with water and energy conservation, efficiency, and re-use systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the Building Code Act, 1992, S.O. 1992, c. 23.”

The dwellings within the plan of subdivision are proposed to be constructed in accordance with the “Better Than Code” program. Supporting documentation has been provided to the Town in this regard as part of the draft plan of subdivision application. A stormwater management facility is also identified on the subject lands on Schedule B-2. The proposed draft plan of subdivision includes a storm pond in Block 201 which will be developed in accordance with the MW2 EIS & FSR prepared by Hensel Design and Urbantech respectively.

In accordance with the Region of Peel policies noted above, the Secondary Plan requires all development applications to require a Health Assessment as part of a complete application. The Secondary Plan states:

“7.14.21.1 All development applications in the Plan Area shall require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel’s Healthy Development Assessment, in consultation with the Region of Peel.”

In support of the proposed application, a Health Development Assessment was conducted in accordance with the Region of Peel’s template. The proposed application achieved a gold score with 80%. The proposed development is in close proximity to a number of services including schools, parks and commercial retail services. In addition, the proposed development will be well connected to proposed bicycle networks and trails as per the Town’s Master Transportation Plan.

Based on the above, the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications conform to the policies in Town’s Official Plan and the Mayfield West Phase 2 Secondary Plan. The proposed applications provide for residential development within the Rural Service Centre, provides a range of low-density residential units on full municipal services and are consistent with the community-wide DSSP.

6.6 Town of Caledon Zoning By-law 2006-50

The subject lands are currently zoned Agricultural (A1). A Zoning By-law amendment application has been submitted to implement the proposed development. A copy of the draft Zoning By-law Amendment is included as part of the submission materials.

7.0 SUMMARY

As discussed in the above sections, the proposed residential development is consistent with the objectives and intent of the Provincial Policy Statement, and is in conformity with the Provincial Growth Plan, Peel Region Official Plan and the Town of Caledon Official Plan. The proposed development provides residential development within the Rural Service Centre and will assist the Town in meeting its 2031 growth objectives. Further, the proposed development is consistent with the community-wide DSSP and its associated timelines for development.

Given the above, it is our opinion that the Draft Plan of Subdivision and Zoning By-law amendment represents good planning.

Figure 4: Mayfield West Phase 2 Secondary Plan - Schedule B-2

