



# PLANNING OPINION REPORT

Official Plan Amendment  
Parts of Lot 20, Concession 2, WHS (Chinguacousy), Parts of Lot 21,  
Concession 1, WHS (Chinguacousy), Parts of Lot 22, Concession 1 and 2,  
WHS (Chinguacousy)  
Caledon, ON

Prepared For:  
Brookvalley Project Management Inc.



July 2022



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*Official Plan Amendment*

## **Planning Opinion Report**

**Mayfield West Phase 2 Stage 3  
Caledon, ON**

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# 1.0

## Background

### 1.1 Overview

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Brookvalley Project Management Inc. (“Brookvalley”). Brookvalley is proposing an Official Plan Amendment (“OPA”) to amend the Mayfield West Phase 2 Secondary Plan in the Town of Caledon. The lands subject to the OPA application are bound by Hurontario Street to the east, Old School Road to the north, Chinguacousy Road to the west and the Mayfield West Phase 2 Secondary Plan boundary to the south (the “Subject Lands”). Within the Subject Lands, Brookvalley manages six parcels of land totaling approximately 180 hectares (the “Brookvalley Lands”).

The Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan, which was adopted by Regional Council in April 2022 and has been forwarded to the Province for approval. Brookvalley is proposing an OPA to bring the Brookvalley Lands, along with the remainder of the Subject Lands, into the Town’s Mayfield West Rural Service Centre boundary and redesignate them for urban land uses, to align the Town’s Official Plan with the recently adopted Peel Region Official Plan and ensure timely and comprehensive planning to complete the Mayfield West Phase 2 community.

The purpose of this report is to provide an outline of the proposed OPA and analyse and render a planning opinion on the proposed OPA in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts. The application is intended to commence a working relationship with the Town to undertake the comprehensive planning and designation of this area for development. It is noted that additional work, collaboration with the Town, and public consultation is required prior to final approval of the OPA.

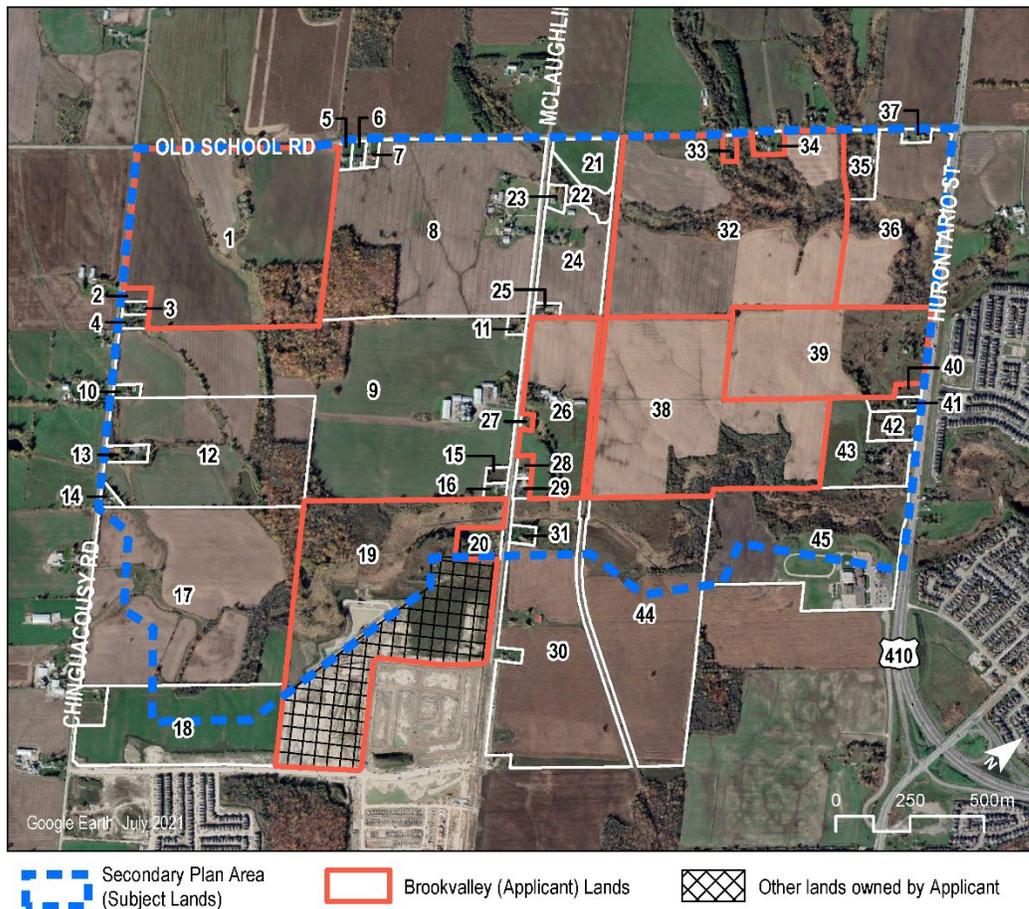
A Development Application Review Team (DART) Meeting occurred on March 9, 2017, and another was scheduled for March 24, 2022 with Town of Caledon Staff (File No. PRE 2022-0046), however no study requirements were identified following either meeting. This Planning Opinion Report, in addition to the other technical studies (including extensive material submitted in 2019), is submitted to accompany the OPA application to form a complete application under the *Planning Act*.

## 1.2 Location and Context

The Subject Lands consist of approximately 430 gross hectares of land north of the Mayfield West Phase 2 Secondary Plan, east of Chinguacousy Road, south of Old School Road, and west of Hurontario Street. The Subject Lands have frontages of approximately 2,754 metres along Old School Road, 1,504 metres along Hurontario Street and 1,227 metres along Chinguacousy Road. The Subject Lands currently consist of primarily agricultural and rural residential land uses. The (former) Orangeville-Brampton Railway Line traverses north-south through the Subject Lands, east of McLaughlin Road. It is our understanding that the railway right-of-way is being purchased by the Region of Peel and is intended to be repurposed as a public trail.

The Subject Lands and Brookvalley Lands are shown in Figure 1. The Brookvalley Lands are legally described in Table 1.

Figure 1: Property Location Map

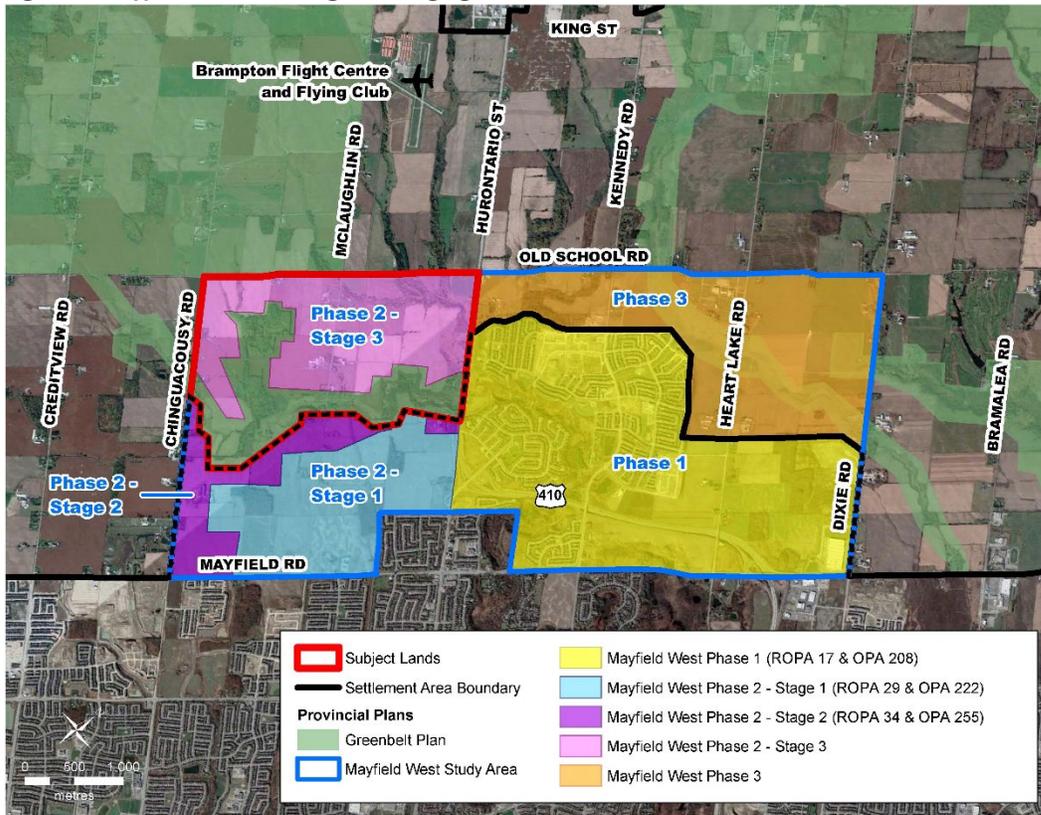


*Table 1: Legal Description of Brookvalley Lands*

#	Municipal Address	Legal Description	PIN	Site Area (ha)	Owner
1	N/A	PT LT 22 CON 2 WHS CHINGUACOUSY AS IN RO463888, EXCEPT PTS 1 & 2, 43R15095; CALEDON	142520059	40.0	School West Investments Inc.
19	N/A	PARTS OF LTS 19 & 20, CON 2 WHS (CHING) DESIGNATED AS PART 1, PLAN 43R36993 TOWN OF CALEDON	142520968	46.5 (24.7 within Subject Lands)	Caledon Development LP; Caledon Development General Partner Ltd.
26	12711 McLaughlin Rd.	PT LT 21, CON 1 WHS (CHING) DES AS PT 2, PL 43R36392 TOWN OF CALEDON	142520964	13.2	School Valley South Ltd.
32	N/A	PT LT 22 CON 1 WHS CHINGUACOUSY AS IN RO842946; CALEDON	142520117	45.4	School Valley Developments Ltd.
38	12711 McLaughlin Rd.	PT LT 21, CON 1 WHS (CHING) DES AS PT 1, PL 43R36392 TOWN OF CALEDON	142520963	36.8	School Valley South Ltd.
39	N/A	PT LT 21, CON 1 WHS CHING, DES PT 1, 43R32166; CALEDON	142520955	20.2	Brookvalley Developments (HWY 10) Ltd.
<b>Total Land Area within Subject Lands (ha)</b>				<b>180.3</b>	
<b>Total Land Area (ha)</b>				<b>202.1</b>	

The Subject Lands are located within the Mayfield West Study Area and are referred to as the Mayfield West Phase 2 Stage 3 Lands. They are the next stage of development to round out the Mayfield West Study Area, which has been contemplated to accommodate a substantial portion of the Town of Caledon’s growth and development since 1997. Figure 2 provides a graphic depiction of the progression of growth in Mayfield.

Figure 2: Mayfield West Phasing and Staging



### 1.2.1 Surrounding Lands

The Subject Lands are surrounded by the following uses:

#### North:

- Old School Road
- Agricultural uses
- Rural residential dwellings

#### East:

- Hurontario Street (Highway 410)
- Mayfield West Phase 1 community (residential, institutional, and commercial uses)
- Phase 3 future development lands within Mayfield West Study Area

#### South:

- Mayfield West Phase 2 Community

#### West:

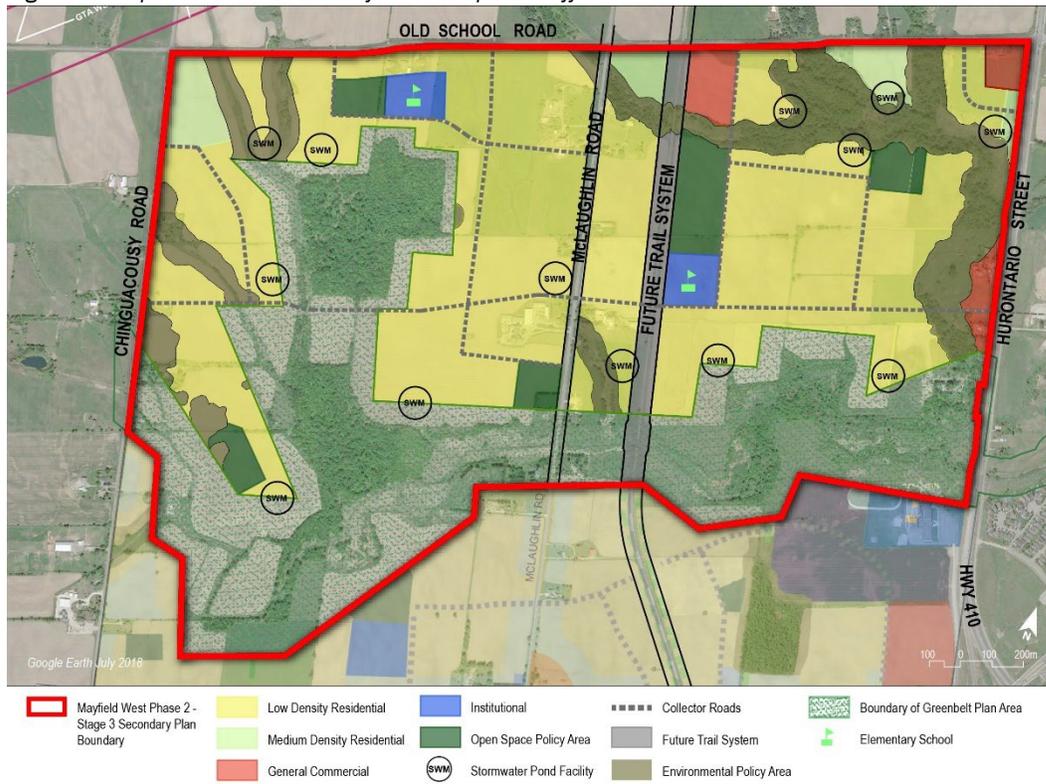
- Chinguacousy Road
- Agricultural uses
- Rural residential dwellings

# 2.0

## Proposed Land Use Plan

Brookvalley is proposing an Official Plan Amendment to the Town of Caledon Official Plan to include the Subject Lands, also known as the Mayfield West Phase 2 Stage 3 Lands (which are the residual lands in the Mayfield West Study Area west of Hurontario Street), within the Mayfield West Rural Service Centre boundary and re-designate them for urban land uses within the Mayfield West Phase 2 Secondary Plan. The Official Plan Amendment application is required in order to determine land use designations, along with population, employment and density targets for the Subject Lands prior to the submission of development applications. A summary of the proposed amendment is provided in Section 5.0 of this Report and a copy of the Draft Official Plan Amendment is provided as part of this submission. The proposed amendment, as shown in Figure 2, will designate the lands for a range of residential, commercial, institutional, parks and open space uses and a public road network. The land use plan is described in further detail in the following subsections.

Figure 3: Proposed Land Use Plan for the Proposed Official Plan Amendment



## 2.1 Residential Uses

As shown on Figure 3, the Land Use Plan prepared for the proposed amendment comprises Low and Medium Density Residential land uses consistent with the existing Mayfield West Phase 2 Secondary Plan.

The Low Density Residential designation will accommodate predominantly single/ semi detached dwelling units with permissions for street and rear-lane townhouses to a maximum height of three storeys. The Low Density Residential designation is intended to accommodate a unit mix of approximately 57% single and semi-detached units (1,883 units) and 43% street and rear-lane townhouse units (1,412 units). Townhouse units are generally anticipated to be located in smaller pockets throughout the low density area and adjacent to collector and arterial roads such as McLaughlin Road and Old School Road.

The Medium Density Residential designation will accommodate a full range of townhouse units including, street townhouse, rear-lane townhouse, stacked townhouse, and back-to-back townhouse dwellings to a maximum height of four storeys. The Medium Density Residential designation is generally located at or near key arterial and collector road intersections and is intended to coincide with the location of potential future transit stops to maximize accessibility to residents. This designation is planned to accommodate approximately 1,255 stacked and/or back-to-back townhouse dwelling units.

Based on the Land Use Plan, the following minimum densities are proposed for the Subject Lands:

Low Density Residential: 30 units per net hectare  
(includes single/semi detached, street & rear-lane townhouse dwelling types)

Medium Density Residential: 120 units per net hectare  
(includes a mix of back-to-back and stacked townhouse dwelling types)

Table 2 provides the estimated units, population and population-related employment by dwelling type that the Subject Lands are planned to accommodate based on the residential land use designations on the Land Use Plan. The Subject Lands are estimated to accommodate a total of 4,551 dwelling units, 13,061 people and 914 population-related jobs.

*Table 2: Estimated Units, Population and Population-Related Employment by Dwelling Unit Type*

Unit Type	Land Area (nha)	Unit Density (u/nha)	# of Units	Persons Per Unit	Population	Population-Related Employment
Single / Semi-Detached	63	30	1,883	3.67	6,904	483
Street / Rear-Lane Townhouse	31	45	1,412	2.79	3,942	276
Back-to-Back / Stacked Townhouse	10	120	1,255	1.76	2,215	155
<b>Total</b>	<b>105</b>		<b>4,551</b>		<b>13,061</b>	<b>914</b>

Notes:

1. Net Land Area excludes Greenbelt Plan Area, NHS, and Future Trail System (ORBY Rail Line) as shown on the Land Use Plan.
2. Persons Per Unit based on 2019 Town of Caledon Development Charges Background Study
3. Population-Related Employment is assumed at 7% of the population.
4. Total may not add due to rounding.

## 2.2 Commercial Uses

The proposed General Commercial land use designation will consist of a mix of retail, service commercial and office uses to serve the needs of future residents in the Mayfield West Phase 2 community and accommodate the majority of the anticipated population-related jobs.

As shown on Figure 3, and consistent with the existing Mayfield West Phase 2 Secondary Plan, the General Commercial designation is located adjacent to and west of Hurontario Street/Highway 410. Where the General Commercial designation does not front Hurontario Street/Highway 410, it is planned to front onto Old School Road. These locations are planned to maximize accessibility to residents and the traveling public and coincide with the location of potential future transit stops.

## 2.3 Institutional Uses (Schools)

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

### DPDSB

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

- 0.23 students per low density unit;
- 0.17 students per medium density unit; and
- 0.06 students per high density unit.

The estimated secondary school pupil yields, as per DPDSB Education DC Background

Study are as follows:

- 0.20 students per low density unit;
- 0.11 students per medium density unit; and
- 0.03 students per high density unit.

Based on the pupil yields provided in the DPDSB Education DC Background Study, the Land Use Plan is expected to generate a total of 1,557 public school students consisting of approximately 887 elementary school students and 670 secondary school students.

The typical capacity of a DPDSB elementary school is approximately 606 students and 1,320 students for a DPDSB secondary school. Based on the estimated pupil yield and typical capacities for DPDSB schools, approximately 1 elementary school is required to service the future residents of the Subject Lands. The anticipated secondary school student yield would generate the need for one half of a secondary school. It is assumed that these school needs can be accommodated in the existing and planned facilities to the south. Table 3 provides a summary of the projected student population for DPDSB.

Table 3: DPDSB Projected Public Student Population

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
<b>Elementary Students</b>				
Low Density	1,883	0.23	433	1
Medium Density	2,668	0.17	454	
High Density	0	0.06	-	
Sub-total	4,551		887	
<b>Secondary Students</b>				
Low Density	1,883	0.20	377	1
Medium Density	2,668	0.11	293	
High Density	0	0.03	-	
Sub-total	4,551		670	
<b>Total</b>			<b>1,557</b>	

Source: DPDSB Education Development Charge Background Study, 2019 and MGP, Table 4.4

Note: The DPDSB Education Development Charges Background Study calculates pupil yields based on the following development types: Low Density (single and semi-detached), Medium Density (townhouses) & High Density (apartments)

### DPCDSB

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

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

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

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

Based on the pupil yields provided in the DPCDSB EDC Background Study, the Land Use Plan is expected to generate a total of 913 Catholic school students consisting of approximately 530 Catholic elementary school and 383 Catholic secondary school students.

The typical capacity of a DPCDSB elementary school is approximately 431 students and 1,198 students for a DPCDSB secondary school. Based on the estimated pupil yield and typical capacities for DPCDSB schools, approximately 1 Catholic elementary school is required to service the future residents of the Subject Lands. Table 4 below provides a summary of the projected student population for DPCDSB.

*Table 4: DPCDSB Projected Public Student Population*

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
<b>Elementary Students</b>				
Low Density	1,883	0.14	264	1
Medium Density	2,668	0.10	267	
High Density	0	0.05	0	
Sub-total	4,551		530	
<b>Secondary Students</b>				
Low Density	1,883	0.09	169	0
Medium Density	2,668	0.08	213	
High Density	0	0.03	0	
Sub-total	4,551		383	
<b>Total</b>			<b>913</b>	

*Source: DPCDSB Education Development Charge Background Study, 2019 and MGP, Table 4.4*

*Note: The DPCDSB Education Development Charges Background Study calculates pupil yields based on the following development types: Low Density (single and semi-detached), Medium Density (townhouses) & High Density (apartments)*

As shown in Figure 2, the Subject Lands are planned to accommodate two elementary school sites, each approximately 2.8 hectares in size with frontage onto a collector road. Where possible, these school sites are planned to be co-located with parks, to allow opportunities for joint use initiatives.

## **2.4 Open Space Policy Area (Municipal Parks)**

The Draft Future Caledon Official Plan (“Draft Future Caledon OP”) policies provide the Town’s most current direction regarding parkland. The Draft Future Caledon OP

establishes a Town-wide parkland provision target of 2.7 hectares per 1,000 population. This results in a total of 35.3 hectares of parkland for the Subject Lands.

Parkland provisions as per the *Planning Act* require a rate of 2% of parkland for lands designated as commercial or industrial, 5% for all other uses or 1 ha/300 dwelling units. Based on Planning Act rates, a total of 13.8 hectares of parkland can be acquired through the development process.

Table 5 summarizes the amount of parkland required based on *Planning Act* provisions and includes the Future Caledon OP parkland provision target parkland requirements.

Table 5: Parkland Requirements based on Draft Future Caledon OP and Planning Act

Land Use	Hectares	Population	Units	Draft Future Caledon OP Parkland Provision Target		Ontario Planning Act	
				Parkland Rate (ha per 1,000 residents)	Total Parkland Required (ha)	Parkland Rate	Total Parkland Required (ha)
Low Density Residential	189	10,846	3,296	2.7	29.3	5%	9.5
Medium Density Residential	10	2,215	1,255	2.7	6.0	1 ha/300 units	4.2
General Commercial	8	-	-	2.7	-	2%	0.2
<b>Total</b>	<b>208</b>	<b>13,061</b>	<b>4,551</b>	<b>2.7</b>	<b>35.3</b>		<b>13.8</b>

Notes:

1. Low Density Residential includes the sum of all developable land area not specifically noted in the above table.

The Subject Lands have been planned to accommodate at minimum the quantum of parkland that could be attained through the *Planning Act*. Municipal parks are identified by the Open Space Policy Area designation in Figure 2.

In total the Subject Lands are planned to accommodate five (5) municipal parks, including four (4) Neighbourhood Parks and one (1) Community Park ranging in size from approximately 2.0 hectares to 6.1 hectares. These parks are evenly distributed throughout the Subject Lands, with the Community Park being located central to the community to maximize resident accessibility to a range of park facilities. Where possible, parks are planned to be co-located with schools, to allow opportunities for joint use initiatives, and are also generally located adjacent to the Natural Heritage System and/or future trail system to provide an interconnected open space system. In addition, opportunities to provide Urban Squares, where access to parks is challenging, may be identified through future development applications.

Should the parkland provision target identified in the Draft Future Caledon OP be used to determine the total amount of parkland required in the Subject Lands, the Town will need to explore opportunities to acquire the additional 21.5 hectares of parkland beyond the amount of parkland required by the *Planning Act*.

## 2.5 Stormwater Management

It is assumed that 7% of the total developable community land area will be required to

accommodate stormwater management facilities to serve the community. A total of thirteen (13) stormwater management facilities are proposed to service the Subject Lands. The locations of the proposed stormwater management facilities were determined based on existing contours and maintaining existing drainage boundaries and are illustrated in Figure 2 as a Stormwater Pond Facility designation. The stormwater management facilities will be designed as part of subsequent development applications.

## **2.6 Environmental Policy Area & Greenbelt Plan**

The existing Natural Heritage System (NHS) on the Subject Lands is comprised of Environmental Policy Area and Greenbelt Plan Area designations.

The Environmental Policy Area designation is comprised of woodlands, wetlands, watercourse corridors and associated environmental buffers. These lands total approximately 48.8 hectares and are intended to be retained and preserved from development. Refinements to the location and configuration of the Environmental Policy Area may be considered when supported by a community-wide or site-specific Environmental Implementation Report.

The Greenbelt Plan Area designation shown in Figure 2 aligns with the Provincial Greenbelt Plan Area and is intended to be retained and preserved from development. It should be noted that stormwater management facilities and parks may be located within the Protected Countryside designation of the Greenbelt Plan, subject to the proposed redesignation of these lands to Rural in the Peel Region and Caledon Official Plans.

## **2.7 Proposed Road Network, Trail System and Pedestrian Circulation**

The proposed road network consists of a modified grid network that minimizes crossings of the Natural Heritage System, to the extent possible. The design and location of the collector roads system prioritizes the ecological integrity of the Natural Heritage System.

Old School Road, Chinguacousy Road, and McLaughlin Road are planned as Municipal Arterial Roads with a right-of-way width of 36 metres. Hurontario Street / Highway 410 is a Provincial Highway owned by the Ministry of Transportation, with a right-of-way width of 99 metres. It should be noted that Hurontario Street / Highway 410 is required to accommodate a 14-metre setback from the road to any structure, subject to reductions through urban areas that may be permitted by the Ministry of Transportation.

The proposed collector roads are planned with a right-of-way width of 20 to 26 metres, may include on-street parking, and will provide sidewalks on both sides of the road, where feasible.

Local Roads will be planned with a right-of-way width of 16 to 20 metres, may include on-street parking, and will provide sidewalks on both sides of the road, where feasible.

The former Orangeville-Brampton Railway Line traverses through the Subject Lands and

is intended to cease operations as a rail line and instead accommodate a public trail system. It is intended that the public trail will contribute to the overall connectivity of the active transportation network and parks and open space system.

## **2.8 Density**

Based on a net developable area of 208 hectares, an estimate of 13,061 people and 914 population-related jobs, the proposed OPA would achieve a density of approximately 67.2 people and jobs combined per hectare.

# 3.0

## Supporting Technical Studies

### 3.1 Comprehensive Environmental Impact Study and Management Plan

A Comprehensive Environmental Impact Study and Management Plan (“CEISMP”) was prepared by Palmer Environmental Consulting Group Inc. July 12, 2022 to provide the Region with the necessary background information, effects assessment and implementation planning to bring the MW2-3 lands into the Settlement Area.

The CEISMP is organized into three components: Part A – Existing Conditions and Characterization; Part B – Subwatershed Impact Assessment; and, Part C – Detailed Analysis and Implementation. The CEISMP report was prepared to build upon the studies undertaken by AMEC (2014) as approved by the Technical Steering Committee in 2008. The AMEC reporting ultimately covered Part A, B, and C of the CEISMP process for the Mayfield West Phase 2 lands.

Part A of the report identifies the existing terrestrial and wetland ecosystems within the Subject Lands, including the Significant Natural Heritage Features. Based on the field investigations undertaken in Part A, the proposed Natural Heritage System has been determined through the assessment provided in Part B. The following features and constraints are identified on the Subject Lands:

- Provincially Significant Wetland boundary plus 30 m buffer
- Woodland boundary plus 10 m buffer
- Watercourses and setbacks
- Screening of Headwater Drainage Features
- Floodplain plus 10 m setback
- Meanderbelt plus setback

Based on the assessment of environmental constraints and opportunities, the proposed development footprint is within areas of low constraint, predominately consisting of agricultural and rural residential land use and has a low potential for adversely impacting natural heritage features. Additional field assessment, feature delineation and mitigative design measures will be completed in consultation with TRCA and the Town of Caledon as part of future design phases. All development is proposed to remain outside of the existing natural heritage features of the study area.

### **3.2 Functional Servicing Report**

A Functional Servicing and Stormwater Management Report was prepared by Candevcon dated July 15, 2022 to provide a high-level evaluation and identification of the sanitary, water and stormwater management servicing infrastructure that will be required to accommodate development on the Subject Lands and to provide inputs to the Region of Peel regarding infrastructure improvements in its Capital Works Planning Process. The Functional Servicing Report for the Subject Lands was prepared in consideration with the Mayfield West Phase 2 Secondary Plan Water and Wastewater Servicing Study prepared by R.J. Burnside & Associated Limited, dated May 2009, the Mayfield West - Phase 2 Secondary Plan Water and Wastewater Servicing Study prepared by The Municipal Infrastructure Group Ltd., dated January 2014, and the Functional Servicing Reports for Mayfield West Phase 2 prepared by Urbantech Consulting dated May 2016 and August 2017.

The Functional Servicing and Stormwater Management Report includes a summary of the existing water and wastewater infrastructure that will be required to service the Subject Lands. The configuration of the trunk and sub-trunk mains and local sanitary sewers will be determined as part of a future Functional Servicing Study for the Phase 2 Stage 3 lands.

The Functional Servicing and Stormwater Management Report identifies a need for a total of 13 stormwater management facilities based on existing contours and maintaining existing drainage boundaries.

### **3.3 Traffic Impact Study**

A Traffic Impact Study was prepared by GHD Limited, dated July 13, 2022 to determine the traffic and subsequent traffic related impacts from the Subject Lands on the adjacent road network. The proposed development is expected to generate a total of 2,675 new two-way trips consisting of 809 inbound and 1,866 outbound trips during weekday a.m. peak hour and 3,694 new two-way trips consisting of 2,182 inbound and 1,512 outbound trips during the weekday p.m. peak hour.

Under the Future Background and Future Total 2028, 2033 and 2038 horizon years, with the addition of corridor growth, background traffic, site generated traffic and the proposed widening along Mayfield Road, a majority of the study intersections are expected to operate above capacity.

To alleviate some capacity issues along the study area roads, the following is a summary of improvements that have been recommended in previous studies and confirmed within the Traffic Impact Study:

- Widening of Old School Road from 2 to 4 lanes (McLaughlin Road to Hurontario Street)
- Widening of Chinguacousy Road from 2 to 4 lanes (from Mayfield Road to Old School Road)

- Widening of McLaughlin from 2 to 4 lanes (north of Tim Manley Boulevard to Old School Road)
- Widening of Hurontario from 4 to 6 lanes (north of Highway 410).
- Signalization of the intersection of Old School Road & Chinguacousy Road, Old School Road & McLaughlin Road, McLaughlin & Street E, Hurontario Street & Street E.

Despite the recommended road widening along Hurontario Street, capacity issues are still prevalent at study intersections along Hurontario Street due to the high through volumes. Should the GTA West Corridor project proceed, the extension of Highway 410 to the proposed Highway 413 would result in less through volume on Hurontario Street. Further studies to evaluate the impact of the Highway 410 extension will be required.

### **3.4 Geotechnical Report**

A Geotechnical Report will be prepared and submitted at a later date.

### **3.5 Hydrogeological Assessment**

A Hydrogeological Assessment was prepared by Palmer dated July 4, 2022 to assess each wetland identified on the Subject Lands from a hydrological and hydrogeological perspective to characterize each as groundwater supported, surface water supported, or a combination of both to allow for a representative impact assessment and future feature-based water budget to be completed, where necessary.

The Study Area is located within the Etobicoke Creek Headwaters Subwatershed and lies within the South Slope physiographic region, characterized by predominately the clayey silt to silty clay Halton Till soils, derived from former glacial lakes. Modern alluvial deposits of clay, silt, sand, gravel, and organics are present within the Etobicoke Creek valley. Fine to medium sand and silt deposits associated with the Oak Ridges Moraine Formation were identified and mapped in the northwestern portion of the study area.

Groundwater quality was tested for a suite of parameters included turbidity, TSS, pH, metals, and cations and anions, and compared with Ontario Drinking Water Standards. No exceedances were with the exception of turbidity, which is related to aquifer materials and sampling methods. Within the study area, groundwater levels were monitored by Palmer staff which indicated shallow groundwater depths ranging between 0.06 mbgs (MW-3) and 9.08 mbgs (MW-8). It is expected that local shallow groundwater flow follows topography and is directed towards the valleylands of Etobicoke Creek and its associated tributaries.

A water budget was completed for the site under the pre-development scenario. Planned changes to the landscape will increase the impervious area from 13.79 ha to 118.52 ha which results in a decrease of 6% in pre-to-post development infiltration.

Given the low permeability soils over most of the study area, LID measures should focus on infiltration trenches, vegetated swales and bioretention areas. Site grading and rear

yard grading should be directed to the main branches and tributaries of Etobicoke Creek. Opportunities for higher volume infiltration type LIDs should be explored south of Old School Road where a deeper water table is expected.

### **3.6 Phase 1 Environmental Site Assessment**

A Phase 1 Environmental Site Assessment will be prepared and submitted at a later date.

### **3.7 Preliminary Noise Impact Study**

A Preliminary Noise Impact Study was prepared by Candevcon Limited dated July 15, 2022, to provide a preliminary assessment on the potential noise impacts to the future residential developments with respect to transportation noise sources and to provide preliminary recommendations with respect to mitigation measures.

The Preliminary Noise Impact Study assesses the roadway and aircraft data that was derived from background studies to provide the projected noise levels and mitigation requirements. Since the Region of Peel has decommissioned the railway, an assessment due to the impacts from railway noise sources is not required.

After reviewing the location of the 2023 NEF/2028 NEP composite noise contours, it was noted that certain land uses will have an aircraft NEF/NEP value greater than or equal to 25 and less than 30 and a small portion of lands will have an aircraft NEF/NEP value greater than 30. The Preliminary Noise Impact Assessment includes a summary of the anticipated noise mitigation requirements as a result of the anticipated sound levels from roadway and aircraft noise sources.

### **3.8 Fiscal Impact Assessment**

Two preliminary Fiscal Impact Assessments (“FIA”) were prepared by IBI Group dated July 14, 2022 to analyze the capital and operating impacts of the proposed development concept on the Region and Town to provide a long term outlook of the financial sustainability of the project. One FIA was prepared to assess the fiscal impacts of the proposed development with regard to the Region of Peel (“Region FIA”), while the other FIA assessed the proposed development concept with the municipal finances of the Town of Caledon (“Town FIA”).

#### **Region FIA**

The Region FIA tests the financial sustainability of the development as it relates to the Region of Peel to ensure that the Region’s goal for overall fiscal sustainability can be achieved. The FIA provides an assessment of the anticipated regional water, wastewater, and road development charge funding impacts of the project, as well as assess the regional operating budget impact based on the expected annual tax yield from MW2-3 at full build-out to address the long-term fiscal impacts for the Region of Peel.

The Region FIA found that the regional road development charge for the build out of the Subject Lands is estimated to be approximately \$41.9 million. No upgrades to the regional road network are anticipated to accommodate the proposed development concept. The regional water supply development charge revenue for the build-out of the Subject Lands is estimated to be approximately \$101.2 million. Based on the preliminary water capital estimated costs of \$22.5 million, it is anticipated that the water DC revenue from the site will cover the estimated capital costs for the area. The regional wastewater development charge revenue for the build-out of the Subject Lands is estimated to be approximately \$105.7 million. Based on the preliminary wastewater capital estimated costs of \$20.6 million, it is anticipated that the water DC revenue from the site will cover the estimated capital costs for the area. At build-out, the proposed development concept is expected to generate \$7.4 million in annual property tax revenues (based on 2022 tax rates). At build-out, the annual net operation position of the subject Lands will generate approximately \$1.4 million in annual operating surpluses for the Region of Peel.

At build-out, the development of the Subject Lands with the proposed development concept plan would have a net positive benefit on the Region of Peel from a capital and operating financial perspective.

#### **Town FIA**

The Town FIA tests the financial sustainability of the development as it relates to the municipal finances as it relates to the municipal finances in the Town of Caledon. The Town FIA assesses the anticipated road, parks and recreational services development charge funding impacts of the project, as well as assess the town operating budget impact based on the expected annual tax yield from the Subject Lands at full build-out.

The Town FIA concluded that the development charge revenue for the build-out of the Subject Lands is estimated to be approximately \$176.4 million. The revenue generated from the Road and Related component of the Town's development charge (\$89.1m) for the build-out of the Subject Lands will cover the Town's estimated road capital costs (\$33.2m) for the subject lands. The surplus of \$55.9 million can be used for other road and related projects in the Town. The revenue generated from the Parks and recreation services component of the Town's development charge (\$65.3m) for the build-out of the Subject Lands will cover the estimated park development costs (\$9.6 million) on the subject lands. The surplus of \$55.7 million can be used for other park and recreation related projects throughout the Town. At build-out, the proposed development concept is expected to generate \$10.2 million in annual property tax revenues (based on 2022 tax rates). At build-out, the annual net operating position of the Subject Lands will generate approximately \$2.3 million in annual operating surpluses for the Town of Caledon.

At build-out, the development of the Subject Lands with the proposed development concept would have a net positive benefit on the Town of Caledon from a capital and operating financial perspective.

### **3.9 Agricultural Impact Assessment**

An Agricultural Impact Assessment (“AIA”) has been prepared by Stantec Consulting Ltd. (“Stantec”), dated July 15, 2022 to evaluate the potential impacts of the conceptual development on agricultural operations and the Agricultural System. The AIA provides recommendations to minimize and mitigate negative impacts where identified impacts cannot be avoided.

The AIA finds that the Subject Lands are no longer functioning as a Prime Agricultural Area given the overall decline in livestock operations in the area and the type of land tenure. The AIA identifies three major sources of disruption to agricultural operations. This includes increased non-farm related traffic that may create unsafe driving conditions for farmers who may need to access leased lands via roadway with their machinery, increase instances of trespass, theft and vandalism from the encroachment of urban land uses and the isolation of MW3-2 agricultural lands from surrounding agricultural area by the construction of the proposed Highway 403 alignment. The AIA proposes several mitigation measures to minimize potential impacts on agriculture from anticipated disruptions.

The recommended mitigation measures include the following:

- Appropriate phasing of development so that agricultural lands can remain in production for as long as possible before they are retired for urban uses
- Establishing a buffer between the agricultural and urban land uses to introduce adequate transition and minimize conflict
- Implement new traffic patterns to avoid increased volume and speed of non-farm traffic to areas utilized by farmers to transport their machinery
- Design the Subject Lands to minimize potential for new residents to access adjacent farmlands to avoid vandalism, theft and trespass

### **3.10 Region of Peel Healthy Development Assessment**

A Region of Peel Healthy Development Assessment (“HDA”) has been prepared for the proposed amendment. According to the HDA the proposed amendment achieves a score 44 out of 52 (85%) which is equivalent to a gold rating as outlined in the HDA Scorecard.

It should be noted that some of the criteria in the HDA are not applicable at this stage of planning, however, the proposed amendment intends to function as an extension of the Mayfield West Phase 2 community and therefore it is anticipated that the same community design principles will apply to achieve a cohesive community. The proposed amendment was assessed anticipating the implementation of such principles.

The HDA will be refined by individual applicants following the preparation of more detailed plans and studies through the development approvals process.

### **3.11 Cultural Heritage Assessment**

A Cultural Heritage Assessment (“CHA”) was prepared by Wayne Morgan Heritage Planner (“WMHP”) dated July 2022 and assesses cultural heritage value of the Mayfield West Phase 2 Stage 3 lands which include the Subject Lands.

This CHA builds upon the findings of a 2008 Cultural Heritage Landscape Assessment & Built Heritage Resources Assessment for the Mayfield West Phase 2 Secondary Plan area in which it identified heritage properties in and adjacent to or near the MW2 area. The 2008 study however included limited information about heritage values outside of the MW2 area.

The CHA determined that within the study area (MW2-3 lands), seven properties with heritage resources warranted inclusion into the Caledon Heritage Register. Six out of the seven properties are currently listed in the Register. Of the seven properties in the study area, four have single built heritage resources (farmhouses) and three have cultural heritage landscapes (2 with farmsteads and associated landscape features and one, a railway right-of-way). The railway right-of-way has not been listed in the Register. One Study Area property previously identified as having a built heritage resource, was determined to not warrant conservation because of irreversible alterations made to the heritage fabric of the former schoolhouse. Adjacent to the study area are six properties with heritage resources warranted inclusion in the Register; all six properties have been listed in the Register.

The CHA recommends that the Town of Caledon 1) amend its Heritage Register removing 2939 Old School Road and adding the former Orangeville-Brampton Railway right-of-way, 2) secure the conservation of the James Giffen Farm House at 12461 McLaughlin Road, and 3) require Cultural Heritage Impact Assessments for all Planning Act applications for study area properties that contain or are near cultural heritage resources identified in this CHA.

### **3.12 Stage 1 Archaeological Assessment**

A Stage 1 Archaeological Assessment (“Stage 1 AA”) was prepared by Historic Horizon Inc. (“HHI”) dated December 17, 2008. The Study Area includes approximately 770 hectares (1900 acres) of land within the Mayfield West Study Area generally bounded by Old School Road to the north, Hurontario Street to the east, Mayfield Road to the south, and Chinguacousy Road to the west.

Based on documentary sources, environmental factors, known archaeological sites in the Region and currently observable site integrity, the Study Area was deemed to be almost entirely in a zone of high archaeological potential for both Aboriginal and Euro-Canadian archaeological sites.

The Stage 1 AA recommends that all development lands in the Study Area (ie: the Subject Lands), be subjected to a Stage 2 Archaeological Assessment prior to development,

wherever lands are not disturbed by existing 20th Century structures (buildings and roads).

### **3.13 Urban Design Brief**

An Urban Design Brief was prepared by Malone Given Parsons Ltd., dated July 15, 2022, that reviews the proposed development as facilitated through the proposed Official Plan Amendment from an urban design lens to assess its adherence to the urban design guidelines provided by the Town of Caledon.

The Urban Design Brief assesses the Land Use Plan associated with the proposed Official Plan Amendment against the design directives in the Town of Caledon Town-Wide Design Guidelines as well as the Mayfield West Phase 2 Community Design Plan.

The Land Use Plan supports complete community objectives identified in the Town-Wide Design Guidelines through the provision of a diverse range of residential options and necessary community and commercial services. The Land Use Plan represents an appropriate use of land through the provision of more compact, pedestrian oriented, built form that transitions from medium density residential uses along the collector roads to low density residential uses proposed interior of the Subject Lands. The proposed level of density is transit supportive if transit servicing is to be extended north in the future. The layout of the Land Use Plan maintains appropriate access to services and amenities by ensuring that such uses are within walking distance to the residential areas.

The Urban Design Brief determines that the Land Use Plan illustrates good urban design for the establishment of a new residential community. The Land Use Plan is designed appropriately to respond to the surrounding context of the Subject Lands and represents a good continuation of built form from the Mayfield West Phase 2 Stage 2 lands.

# 4.0

## Planning Policy Analysis

As mentioned in Section 1.1 of this report, the Subject Lands are included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan, which was adopted by Regional Council in April 2022 and has been sent to the Province for approval. In anticipation of the Province’s approval, Brookvalley is proposing an OPA to bring the Brookvalley Lands, along with the remainder of the Subject Lands, into the Town of Caledon’s Mayfield West Rural Service Centre boundary and redesignate them for urban land uses to align the Town’s Official Plan with the recently adopted Peel Region Official Plan and ensure timely and comprehensive planning to complete the Mayfield West Phase 2 community. As such, this report acknowledges the current and in effect designations on the Subject Lands; however, it assesses the Subject Lands under the urban policy framework that would apply once the Subject Lands are brought into the Town and Region’s urban boundary.

### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 (PPS) is issued under Section 3 of the Planning Act and came into effect May 1, 2020. It provides policy direction on land use planning, development, and other related matters of provincial interest. The goals identified in the PPS provide a framework for long-term policy directives that are to be complemented by regional and municipal plans to achieve comprehensive, integrated planning. The PPS aims to promote the efficient use and development of land, resources and public investment in infrastructure and public service facilities; the protection and management of natural resources; public health and safety; and improve the quality of both the natural and built environment within Ontario. The PPS recognizes the complex inter-relationships among economic, environmental, and social factors in planning and embodies principles of good planning for the creation of complete, healthy, and liveable communities. All land use decisions (provincial and municipal) must be consistent with the PPS.

Based on the in-force planning context, the Subject Lands are currently designated “Prime Agricultural Area” and “Greenbelt Plan” under the PPS, which typically do not support urban development. However, it is understood that Provincial approval of the new Peel Region Official Plan is forthcoming. Following the approval of the new Peel Region Official Plan, the portion of the Subject Lands within the Urban Area Boundary will be considered a “Designated Growth Area” within the “Settlement Area” as defined by the

PPS. As such, and for the purposes of this analysis, the Subject Lands are reviewed against the imminent Designated Growth Area and Settlement Area policies.

#### **4.1.1 Building Strong Healthy Communities**

It is the intent of the PPS in Section 1.1 to ensure that development occurs in a manner that optimizes cost, land, and infrastructure while protecting for the natural environment. It emphasizes the importance of accommodating growth through intensification to promote healthy, economically diverse, and environmentally sensitive communities and to provide for an appropriate affordable and market-based range and mix of housing types and densities to meet projected requirements of future growth (Section 1.1.1, Section 1.1.3 and Section 1.4).

Section 1.1.3 focuses growth and development to Settlement Areas and re-iterate the importance of promoting efficient development patterns, protecting resources, promoting green space, ensuring the effective use of infrastructure and public service facilities, and minimizing unnecessary public expenditures (Section 1.1.3.1, and 1.1.3.2). Section 1.1.3.2 of the PPS encourages land use patterns within Settlement Areas that have a range and mix of densities and land uses that efficiently use land, resources and planned infrastructure services and support active transportation.

New development in Designated Growth Areas should occur adjacent to the built-up area and should provide compact development that promotes a mix of uses and densities as to allow for the efficient use of infrastructure, public service facilities, and transportation. Designated Growth Areas refer to lands within Settlement Areas designated in an official plan for growth over the long-term planning horizon, but which have not yet been fully developed. Section 1.4.1 also provides that at all times, municipalities must have the ability to accommodate residential growth for a minimum of 15 years through intensification, redevelopment, and development of designated growth areas (Section 1.4.1).

The policies of the PPS promote healthy, active communities through the promotion of safe and equitable streets and open spaces which meet the needs of pedestrians, foster social interaction, and facilitate community connectivity. This includes the planning and provision of recreational facilities, parks and public open space and trails and linkage systems (Section 1.5.1).

The Subject Lands are located immediately north of the Mayfield West Phase 2 Secondary Plan area and will be located within a settlement area and designated for growth. The proposed amendment represents contiguous development and the efficient use of land, existing and planned infrastructure, and public services facilities. The proposed amendment proposes an efficient development pattern comprising a range and mix of land uses, including residential uses that encourage a range of densities, dwelling types and relative affordability to serve the needs of current and future residents. The amendment proposes a connected transportation network that includes active transportation opportunities and connections throughout the community using both on-

and off-street routes to public facilities such as schools and parks. Further, schools and parks are distributed throughout the Subject Lands to ensure equitable distribution, and are located adjacent to the natural heritage system, where possible, to ensure access to both built and natural settings for recreation. It is our opinion that the proposed amendment is consistent with Section 1 of the PPS.

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

Another main goal of the PPS is the long-term protection of natural heritage, water, agricultural, mineral, and other resources for their economic, environmental, and social benefit (Section 2.1.1). Section 2.1.2 encourages that the diversity and connectivity of natural features and the long-term ecological function and biodiversity of natural heritage systems be maintained, restored or improved, where possible. The PPS prohibits development and site alterations within significant wetlands, significant woodlands, significant valley lands, significant wildlife habitat, significant Areas of Natural and Scientific Interest (ANSI's), and coastal wetlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (Section 2.1.5). With respect to the Greenbelt Plan area, the PPS relies on the Greenbelt Plan to address area specific matters.

Section 2.2.1 directs planning authorities to protect, improve or restore water quality and quantity by maintaining linkages between hydrologic features and natural heritage features and ensuring that stormwater management practices minimize contamination and maintain the extent of pervious surfaces.

As confirmed in the CEISMP prepared by Palmer Environmental Consulting Group Inc., dated July 2022, the proposed amendment is consistent with the natural heritage system policies of the PPS and will not negatively impact the natural features or their ecological functions as the features within and surrounding the Subject Lands are buffered from proposed areas for development. The proposed amendment utilizes the ecological constraints and Natural Heritage System established by the CEISMP and provides setbacks from the NHS and the Greenbelt Lands. As noted in the CEISMP additional field assessment, feature delineation and mitigative design measures will be completed in consultation with Toronto and Region Conservation Authority and Town of Caledon as part of future design phases. Some encroachment into setbacks and buffers (e.g., grading, trails) may be proposed subject to consultation with the agencies.

Further the CEISMP, has identified areas for groundwater recharge and discharge and recommends the implementation of low impact development measures to assist with water quality, quantity and erosion control. As noted, further study is required to detail appropriate stormwater management design and mitigation measures.

The Preliminary Functional Servicing Report prepared by Candevcon, dated July 2022, identifies the need for 13 stormwater management ponds, where the detailed design will be determined through future functional servicing report, which would also determine the potential for low impact development measures. The retention of the existing natural

heritage system, and the implementation of buffers, stormwater management ponds, and open space areas ensure that pervious surfaces are maintained. Subject to further studies, it is our opinion that the proposed amendment will be consistent with Section 2 of the PPS.

#### **4.1.3 Protecting Public Health and Safety**

Section 3 of the PPS provides a policy framework for protecting public health and safety. In accordance with Section 3.1.1, development should occur outside of areas deemed as hazardous lands, including lands adjacent to large inland lakes or rivers and streams which are impacted by flooding and erosion hazards and hazardous sites. Development on the Subject Lands is not proposed within an area considered to be hazardous lands.

For the reasons described in Section 4.1, it is our opinion the proposed amendment is consistent with the policies of the PPS.

## **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe was consolidated to include Amendment 1 to the 2019 Growth Plan and came into effect on August 28, 2020 (the “Growth Plan”). The Growth Plan provides a framework for managing growth in the region to achieve the Province’s vision for stronger and more prosperous communities. The Growth Plan provides direction related to land use and infrastructure planning, transportation, housing, and natural heritage and resource protection. The Growth Plan emphasizes the need to build complete communities, support a range of housing options, make efficient use of land and infrastructure, support transit viability, and provide for different approaches to managing growth that recognize the diversity of communities in the Greater Golden Horseshoe (Section 1.2.1). All planning decisions “shall conform with” the policies of the Growth Plan.

Based on the in-force planning context, the Subject Lands are currently designated “Prime Agricultural Areas” and “Greenbelt Plan” under the Growth Plan which typically do not support urban development. Once the regionally adopted new Peel Region Official Plan is approved by the province, the Subject Lands will be considered “Designated Greenfield Area” within the settlement area as defined by the Growth Plan. As such, and for the purposes of this analysis, the developable portion of the Subject Lands are reviewed against the imminent Designated Greenfield Area and Settlement Area policies.

### **4.2.1 Managing Growth & Designated Greenfield Areas**

It is the policy of the Growth Plan that most of the growth be directed to Settlement Areas that have delineated built boundaries, existing or planned water and wastewater infrastructure, and can support the achievement of complete communities. Complete communities feature a diverse mix of land uses, improve social equity, provide a diverse range of housing options, expand convenient access to a range of transportation options,

public service facilities and parks and open space, provide for a more compact built form and vibrant public realm, and integrate green infrastructure and low impact development where appropriate (Section 2.2.1).

Schedule 3 of the Growth Plan assigns population and employment forecasts for all upper- and single-tier municipalities. The Region of Peel is forecast to accommodate 2,280,000 people and 1,070,000 jobs by 2051. Section 2.2.7.2 of the Growth Plan directs upper- and single-tier municipalities, including Peel Region to achieve a Designated Greenfield Area density of no less than 50 residents and jobs combined per hectare, measured over the entire municipality.

The Designated Greenfield Areas designation applies to lands that are located within a Settlement Area, but outside of the Delineated Built-Up Area. New development in Designated Greenfield Areas is required, among other things, to contribute to support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services (Section 2.2.7.1).

The housing policies of the Growth Plan promote a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents and establishing targets for affordable ownership housing and rental housing (Section 2.2.6.1). Section 2.2.6.2 requires municipalities to support the achievement of complete communities by planning to accommodate growth to 2051, achieve the minimum intensification and density targets, have consideration for the range and mix of housing options and densities and continue to plan to diversify the overall housing stock across the municipality.

The Subject Lands are within a Designated Greenfield Area of the Town of Caledon as defined by the Growth Plan and will contribute to accommodating forecasted growth to 2051. The proposed amendment conforms with the objectives and policies of the Growth Plan which seek to build compact and complete communities, with a range of land uses and housing options and access to transportation and public service facility options. The proposed amendment includes a range of land uses including low- and medium-density residential, commercial and other community facilities including schools and parks. Furthermore, with a density of approximately 67.2 persons and jobs per hectare, the proposed amendment exceeds the density requirement of 50 persons and jobs per hectare required for development in new Greenfield Communities within the Greater Golden Horseshoe, and appropriately contributes to the achievement of 67.5 persons and jobs per hectare in the Town overall. The mix of residential land uses proposed also provides an opportunity for a range and mix of unit types, tenures and relative affordability while also contributing to the diversity of the overall housing stock.

#### **4.2.2 Infrastructure**

Section 3 of the Growth Plan includes the policy framework for infrastructure to support growth, which includes the transportation system, water and wastewater system and stormwater management strategies. Section 3.2.2.2 states that the transportation

system within the Greater Golden Horseshoe will be planned to accommodate various modes of transportation to provide access to residents' daily needs and services. Municipal water and wastewater systems will be planned to achieve the minimum density and intensification targets provided in the Growth Plan (Section 3.2.6.2). Section 3 also provides that, to support large-scale developments, including secondary plans, a stormwater management plan should be provided (Section 3.2.7.3).

The proposed amendment includes a logical transportation network that provides sufficient connectivity throughout the Subject Lands, takes into consideration connections to the surrounding area, and accommodates various modes of transportation to provide access to daily needs and services. The Transportation Impact Study prepared by GHD, concludes that the transportation network proposed in the amendment is adequate to support the proposed growth with some local improvements. Further, based on the findings of the Preliminary Functional Servicing Report prepared by Candevcon conclude that the planned growth on the subject lands can be adequately serviced through the extension of water and sanitary sewer infrastructure, and the construction of stormwater management systems.

#### **4.2.3 Natural Heritage Protection**

Section 4 of the Growth Plan provides policies for protecting what is valuable, namely hydrologic and natural heritage features and areas. Municipalities are required to incorporate the Natural Heritage System for the Growth Plan as an overlay in their official plans as well as other natural heritage features and areas within settlement areas in a manner that is consistent with the PPS and apply the appropriate policies to maintain, restore or enhance the long-term ecological function of the features (Section 4.2.2.2 and 4.2.2.6). Portions of the Subject Lands contain natural heritage features and lands designated 'Environmental Policy Area' in the Town of Caledon Official Plan, which are associated with the Etobicoke Creek sub watershed area as identified on Schedule B of the Town of Caledon Official Plan.

In accordance with the CEISMP, the proposed amendment does not propose urban development on lands within the Greenbelt Plan Area or natural heritage features, and provides appropriate buffers where required. These measures enable protection of the natural heritage features from potential impacts from the surrounding development while maintaining capacity for natural self-sustaining vegetation on these lands.

For the reasons described in Section 4.2, it is our opinion that the proposed amendment conforms with the policies of the Growth Plan.

### **4.3 Greenbelt Plan, 2017**

The Greenbelt Plan 2017 ("Greenbelt Plan") identifies where urbanization should be limited in order to provide permanent protection to the agricultural land base and the ecological and hydrological features and functions occurring on the landscape within the Greater Golden Horseshoe. In addition to protecting natural heritage and agricultural

resource systems, the Greenbelt Plan supports the conservation of cultural heritage resources and provides a range of publicly accessible lands for recreation and tourism development.

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

New development or site alteration in the Protected Countryside - Natural Heritage System is required to demonstrate that no negative impacts on key natural heritage features or key hydrologic features or their functions will occur (Section 3.2.2.4.a). A proposal for new development or site alteration within 120 metres of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere within the Protected Countryside requires a natural heritage evaluation to demonstrate the required vegetative protection zone and that no adverse impacts are anticipated (Section 3.2.5.5). In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetation protection zone shall be a minimum of 30 metres measured from the outside boundary of the key natural heritage feature or key hydrologic feature (Section 3.2.5.4).

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

Stormwater management infrastructure is permitted within the Greenbelt Plan Area. Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3).

As per the CEISMP, the proposed amendment conforms with the policies of the Greenbelt Plan as no development or site alternation is proposed within the identified features or associated vegetation protection zones, connectivity between features is maintained and

the proposed amendment avoids or minimizes the impact to features where possible.

As per the Agricultural Impact Assessment report, the portions of the Protected Countryside outside of the key natural heritage and hydrological features and associated buffers no longer function as a Prime Agricultural area. Accordingly, these lands are proposed to be designated as Rural in the Town of Caledon Official Plan.

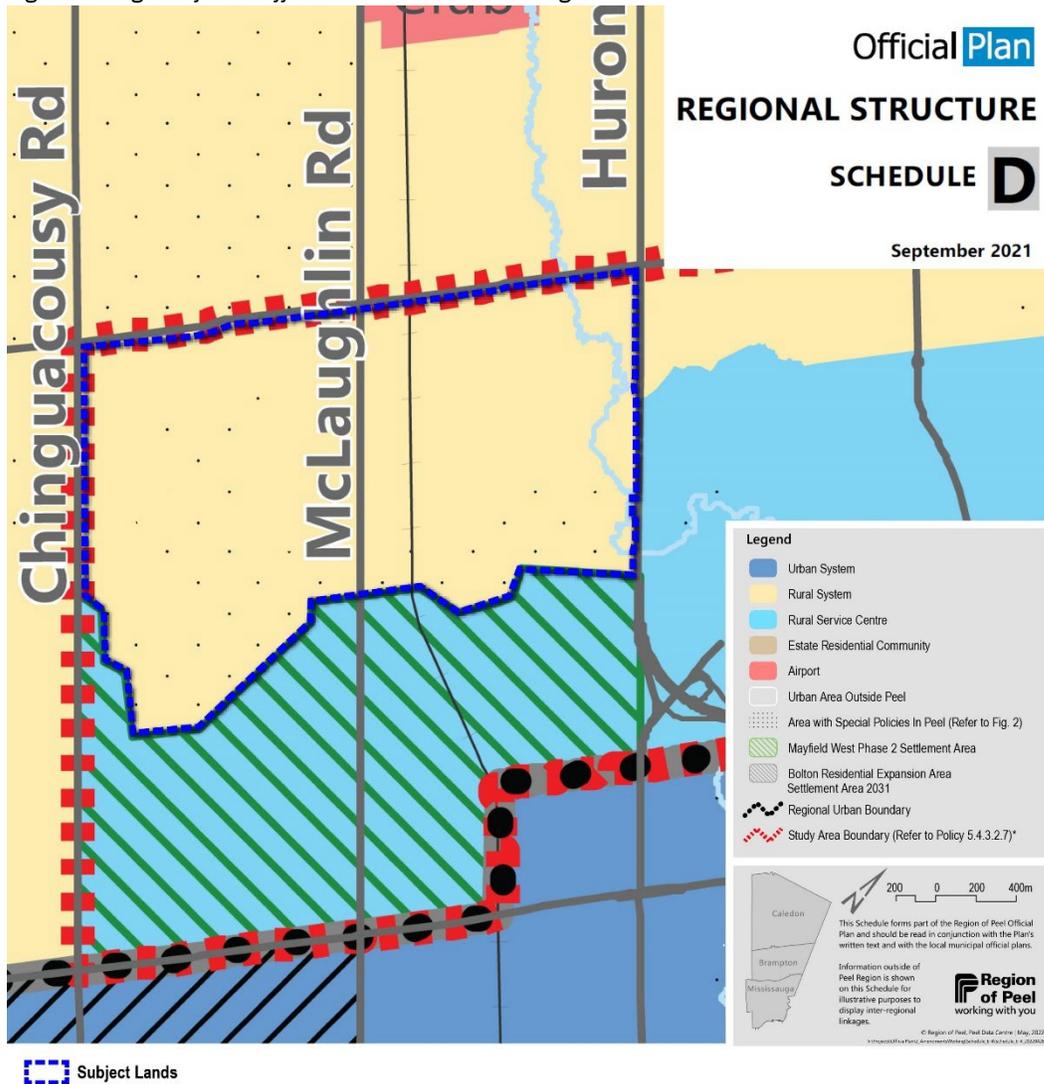
For the reason described in Section 4.3, it is our opinion the proposed amendment conforms with the policies of the Greenbelt Plan. functions as a result of the implementation of

#### **4.4 Region of Peel Official Plan**

The Region of Peel Official Plan (“RPOP”) was originally approved on July 6, 1998 and has been amended over time. The RPOP, as amended, provides Regional Council with a long-term policy framework for decision making and planning by protecting the environment, managing resources, directing growth, and providing Regional services in an efficient and effective manner. It should be noted that on April 28, 2022, Regional Council passed by-law 20-2022 to adopt a new Region of Peel Official Plan (“RPOP 2051”) and has been forwarded to the Province for approval.

Based on the in-force policy context, the Subject Lands are located within the Mayfield West Study Area Boundary and are currently designated “Rural System” and “Greenbelt Plan Area” within Schedule D – Regional Structure in the RPOP, as shown on Figure 4.

Figure 4: Region of Peel Official Plan Schedule D - Regional Structure



However, as mentioned, Peel Region Council recently adopted the new RPOP 2051 which includes the Subject Lands in the Regional Urban Boundary and provides an updated policy framework. It is understood that the new RPOP 2051 approval is forthcoming and the associated urban policy framework will imminently apply to the Subject Lands. Approval of the new RPOP 2051 by the Minister of Municipal Affairs and Housing is required prior to the policies of the new RPOP 2051 coming into force and effect; however, the adopted RPOP 2051 is Peel Region Council’s current vision for the Subject Lands. As such, and for the purposes of this analysis, the Subject Lands are reviewed against the policies of the adopted new RPOP 2051.

#### 4.5 Adopted 2051 Peel Region Official Plan

The goals of RPOP 2051 include the creation of healthy, resilient, equitable and sustainable regional communities, recognizing, respecting, preserving and enhancing the

importance of ecosystem features, function and linkages, ensuring resiliency to climate change, recognizing the importance of a vital, competitive and diverse economy, and supporting sustainable growth and development (Section 1.7).

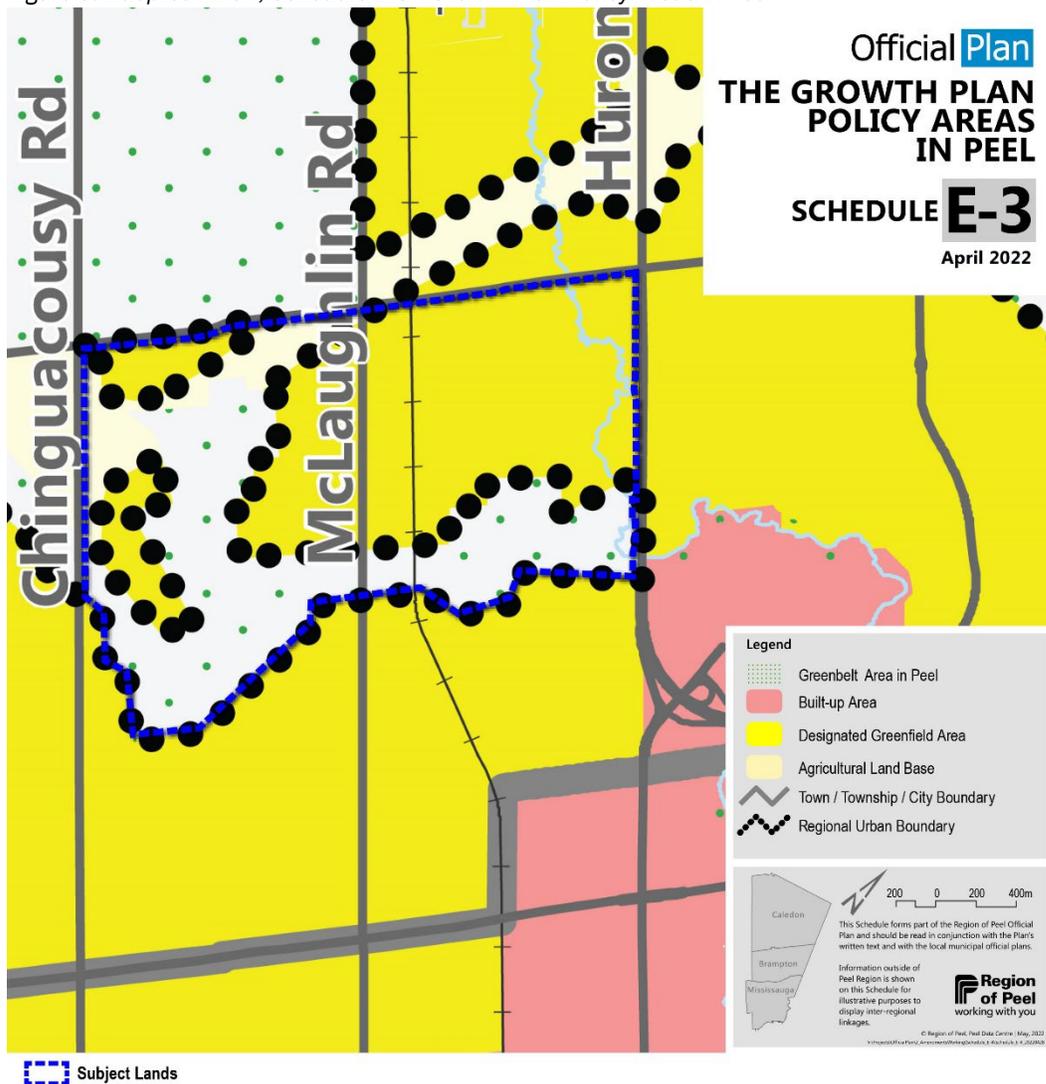
According to Table 3 of RPOP 2051, Caledon is forecast to grow to 300,000 persons, 90,000 households and 125,000 jobs by 2051. With respect to growth management, it is the policy of Regional Council to direct local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans and that the forecasts be used to ensure the necessary infrastructure and public service facilities are in place to accommodate growth and to determine land and housing requirements (Section 4.3.12, 4.3.13, and 4.3.16).

The Subject Lands are designated “Urban System” with a “2051 New Urban Area” overlay and “Rural System” with an “Areas Subject to Provincial Plans” overlay on Schedule E-1 in the RPOP 2051 and as shown in Figure 5.

Under RPOP 2051, the Subject Lands are also identified as “Designated Greenfield Area” and “Greenbelt Area in Peel” on Schedule E-3 as shown in Figure 6.



Figure 6: Adopted RPOP, Schedule E-3 - Growth Plan Policy Areas in Peel



#### 4.5.1 Urban System

The Urban System consists of all lands within the Regional Urban Boundary including Designated Greenfield Areas and lands identified and protected as part of the natural environment and resources among others (Section 5.6.10).

The intent of the Urban System is to establish a complete healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). The Urban System is also intended to protect, restore and enhance the natural environment and conserve the resources of the Region, as well as to provide the needs of Peel’s changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7). Urban development and redevelopment are directed to the

Urban System and are to proceed in accordance with the growth management and phasing policies of the RPOP 2051 (Section 5.6.13 and 5.6.14). In accordance with Section 5.6.15, local municipalities are directed to include policies in their official plans that support the Urban System objectives and policies.

The proposed amendment conforms with the objectives and policies of the Urban System as it proposes to establish a complete health community by providing for a range and mix of land uses and built forms adjacent to the existing Mayfield West Phase 2 Secondary Plan which ensures the efficient use land, services, infrastructure and public finances. The proposed amendment includes an urban structure, that provides higher density development and retail commercial uses at key arterial and collector road intersections to promote opportunities for transit-supportive development in locations where potential future transit stops may be located and encourages active transportation. Further, the proposed amendment provides parks and schools in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks. The proposed amendment has the effect of adding policies in the local official plan that supports the Regional Urban System objectives and policies.

#### **4.5.2 Designated Greenfield Area**

The Designated Greenfield Area designation refers to lands that are located within Settlement Area boundary, but outside of the Built-up Area, as defined by the Growth Plan. According to the RPOP these areas are locations where new residential communities and employment areas will be accommodated to 2051 and includes but is not limited to Mayfield West Phase 2 and lands designated 2051 New Urban Area.

The RPOP 2051 sets a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 for the Region as a whole and a minimum target of 67.5 residents and jobs combined per hectares for the Town of Caledon (Section 5.4.19.6 and 5.4.19.7). Designated Greenfield Areas are to be planned as complete communities that meet the day to day needs of future residents (Section 5.6.20). Development within Designated Greenfield Areas should support a range and mix of housing options and densities (Section 5.6.20.7). Section 5.6.20.9 directs municipalities to designate and delineate Designated Greenfield Areas in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of RPOP 2051. Section 5.6.20.12 requires that where an approved secondary plan is not already in place municipalities are to develop staging and sequencing policies that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with Regional infrastructure planning.

Within Designated Greenfield Areas, Section 5.6.20.4 ensures that development is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel. In addition, Section 5.6.20.5 ensures that planning for Designated Greenfield Areas incorporate plans

to mitigate and adapt to climate change and facilitate energy and emission reductions.

The proposed amendment achieves a minimum density targets of 67.2 people and jobs per hectare which contributes to the Region's overall Designated Greenfield Area density target of 70 people and jobs per hectare and the Town's assigned target of 67.5 people and jobs per hectare while respecting the scale and character of existing and planned development in the MW2 Secondary Plan. Furthermore, the proposed amendment consists of a range and mix of land uses including low and medium density residential, commercial, institutional, open space and natural heritage and a connected multi-modal transportation system that provides the opportunity for residents to meet their day to day needs within their community.

The Subject Lands are adjacent to the northern boundary of the MW2 Secondary Plan and as such the proposed amendment represents the next logical, fiscally responsible and efficient stage of development for the existing MW2 Secondary Plan which has been contemplated for growth and development since 1997. The services constructed for Mayfield West Phase 2 Stages 1 and 2 have been oversized to accommodate for future growth within the Mayfield West Study Area. To ensure the efficient use of existing infrastructure, the Subject Lands are available for immediate servicing and the development of the Subject Lands would represent a logical completion of the Mayfield West community.

The proposed amendment is supported by a Comprehensive Environmental Impact Study and Management Plan which delineates the limits of the Natural Heritage System to ensure that development occurs outside of key natural heritage resources. The proposed amendment was prepared based on input provided by the recommendations of the Stage 1 Archaeological Assessment prepared by Historic Horizons, Cultural Heritage Impact Assessment prepared by Wayne Morgan, and Agricultural Impact Assessment prepared by Stantec Inc. Further, the proposed amendment is designed to promote sustainable, active transportation and reduce dependency on cars through an efficient development pattern with compact built form that aims to provide a complete community. These elements of planning mitigate and adapt to the changing climate and facilitates energy and emission reductions.

#### **4.5.3 2051 New Urban Area**

Within the Designated Greenfield Area, the Subject Lands are specifically identified as 2051 New Urban Area. The 2051 New Urban Area will include both Community and Employment Areas and are intended to accommodate approximately 175,000 people and 19,000 supporting jobs in Community Areas and 38,000 jobs in Employment Areas.

The objectives of the 2051 New Urban Area reinforce the objectives of the Urban System and Designated Greenfield Area as they relate to establishing a framework for comprehensive planning to achieve complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres, ensuring that the staging and sequencing of development supports a logical development manner that efficiently

utilizes existing infrastructure (Section 5.6.20.14.1 and 5.6.20.14.4).

Section 5.6.20.14.9 directs local municipalities to include the following in their Official Plans when delineating the 2051 New Urban Area:

- a) establish an overall community structure for 2051 New Urban Area including identification of Employment Areas;
- b) provide direction to establish the identified land area, population and employment targets to be planned and density for each secondary plan area within their jurisdiction, in conformity with provincial plans and this Plan;
- c) establish staging and sequencing to guide secondary plan area and block planning, to the satisfaction of the Region, and in accordance with Regional requirements including the feasibility of public infrastructure required for the development of the urban expansion area lands;
- d) require development of compact, mixed-use, sustainable, transit-supportive communities including requirements for the provision of transportation, transit and servicing networks; and
- e) plan for the adequate provision of school sites and public service facilities

Section 5.6.20.14.16 further requires that local municipal secondary plans be prioritized, advanced, sequenced and approved on the bases of a staging and sequencing plan in accordance with planning criteria including:

- a) *the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;*
- b) *provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;*
- c) *coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;*
- d) *make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;*
- e) *ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;*
- f) *ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;*
- g) *identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in*

- higher density, mixed-use formats served by transit;*
- h) identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*
  - i) provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and*
  - j) feasibility assessments of implementing alternative and renewable energy systems including district energy systems*

The proposed amendment represents an extension of the existing MW2 Secondary Plan and has been identified as Community Area in the Town's ongoing Official Plan Review. The Subject Lands are a logical next step in the progression of growth as it provides for the completion of the Mayfield West Rural Service Centre utilizing an existing policy framework and represents an efficient and fiscally responsible extension of existing infrastructure. The proposed amendment provides population, employment and density targets to assist with achieving forecasted growth and the establishment of a complete community. It ensures the protection of natural heritage and water resource systems as it was prepared in accordance with the recommendations of the CEISMP. Furthermore, it provides an urban structure that co-locates commercial and medium density residential uses at key intersections to coincide with the potential delivery of future transit stops and identifies a range and mix of community infrastructure including schools, parks and open spaces based on the proposed population. Furthermore, infrastructure has been constructed as part of the development of the Mayfield West Phase 2 Stage 1 and 2 lands which was planned and implemented to accommodate growth in the Mayfield West Phase 2 Stage 3 lands. The proposed amendment ensures the utilization of already constructed infrastructure.

In addition, we note the RPOP 2051 provides policies specific to the Mayfield West Phase 2 Settlement Area in relation to the GTA West Preliminary Route Planning Study Area, Provincial Minimum Distance Separation Calculated Setback, Natural Heritage, Affordable Housing, and Transportation policies. The proposed amendment intends to amend the Mayfield West Phase 2 Settlement Area to include the Subject Lands. Accordingly, the Mayfield West Phase 2 Stage 3 lands conforms with Section 5.6.20.14.21 of the RPOP 2051 as demonstrated Sections 4.5.4, 4.5.5 of this report, as well as the Agricultural Impact Assessment prepared for the Stage 3 lands.

#### **4.5.4 GTA West Corridor**

The GTA West Transportation Corridor is conceptually shown on Schedule F-2 of the new adopted RPOP and is required to be protected in order to plan and protect the strategic corridor and rights-of-way for transportation and transit facilities (Section 5.10.35.2).

The Region and its area municipalities are to ensure links between the GTA West Corridor and the transportation network are not precluded (Section 5.10.35.8). Similarly, Section 5.10.35.10 requires the protection of the GTA West Transportation Corridor and its rights-

of-way and prohibit development in such planned corridors that may negatively affect the use of the corridor.

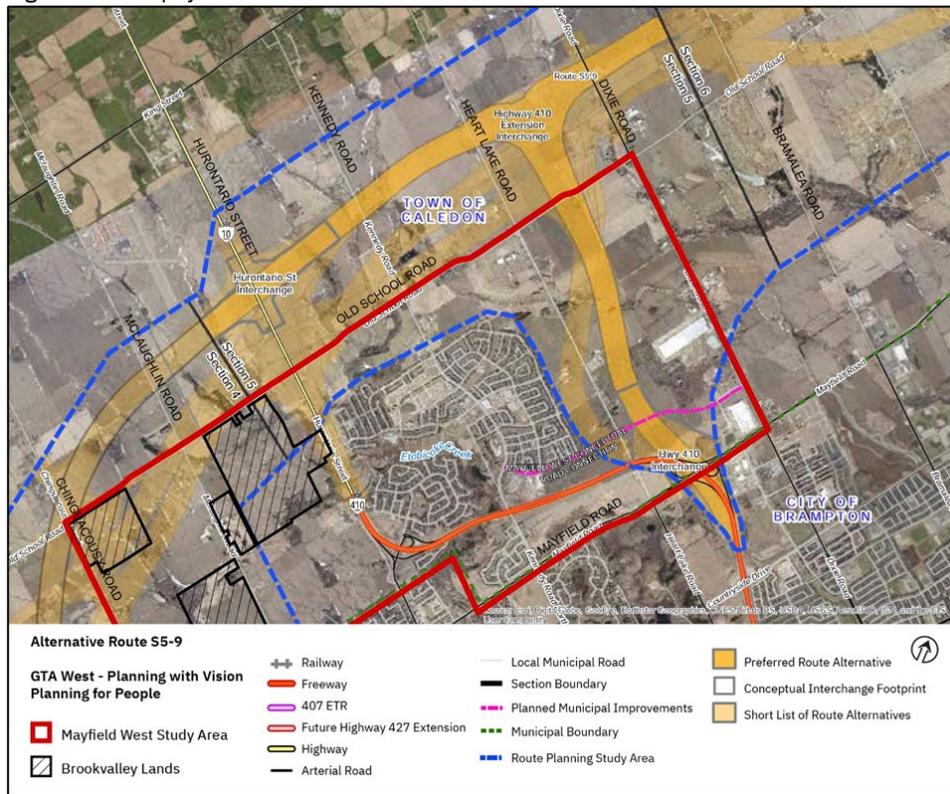
Section 5.6.20.14.10 of the adopted RPOP provides that should any portions of the GTA West Transportation Corridor identified on Schedule F-2 be released from corridor protection by the Province and the Region of Peel, lands which are located between the 2051 New Urban Area on Schedule E-1 shall be added to the Urban System and will assume the adjacent Designated Greenfield Area designation of Community Area or Employment Area as per Section 5.6.20.14.

Section 5.6.20.14.21.1(a) and (b) require that the Town of Caledon include in the MW2 Secondary Plan policies that will identify through mapping any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area and ensure that development applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and Northwest GTA Transmission Corridor Study.

In accordance with Section 5.6.20.14.10, the proposed amendment contemplates a scenario where the Subject Lands are unaffected by the GTA West Corridor to ensure that comprehensive planning of the area is undertaken to ensure timely, good planning and community building practices should the transportation corridor not proceed. Consistent with the Town's existing practice, the proposed amendment updates Figure 19 of the Caledon OP to include the Subject Lands in the GTA West Preliminary Route Planning Study Area and note that the lands affected will be determined following the decision on the GTA West Corridor EA Study.

The final alignment of the highway has not yet been determined. In this portion of the highway alignment the route alignment can be revised to avoid constraining the development of the Mayfield West Study Area, assist in achieving the Minister's direction to increase housing supply and ensure infrastructure projects are conducted in a fiscally responsible manner. In particular, the alignment can be revised to reflect an alignment similar to the Short Listed Alternative Route S5-9 (see Figure 7 below) such that the alignment be moved north of the Mayfield West Study Area (north of Old School Road). The proposed amendment anticipates this alternative route.

Figure 7: Excerpt from GTA West Short Listed Route Alternatives – Route S5-9



Source: GTA West Short Listed Alternatives, September 2019

#### 4.5.5 Natural Heritage System

Section 2 of the RPOP 2051 outlines the Region’s policy on the Natural Environment. To ensure a healthy, resilient and self-sustaining natural environment within the Region of Peel, the policies of the adopted RPOP will ensure that the quality and ecological integrity of ecosystems are protected, maintained, restored and enhanced jointly with local municipalities (Section 2.2 and 2.3.3). Section 2.1.2 implements the boundaries and policies of the Greenbelt Plan.

Section 5.6.20.14.21.1(f) and (g) requires the Town of Caledon, prior to adopting an official plan amendment for the MW2 Secondary Plan, to identify a natural heritage system in conformity with a CEISMP that is prepared to the satisfaction of the Region and Town. The recommendations and identified natural heritage system of such a study are to be incorporated into the Caledon OP and MW2 Secondary Plan. Subsection (h) permits minor refinements to the boundary of the community to reflect the natural heritage system.

The proposed amendment incorporates the natural heritage system as identified in the CEISMP for the Subject Lands. For a review of a natural heritage policies applicable to the

Subject Lands refer to the CEISMP. Based on the findings of the CEISMP report, the proposed amendment conforms with the natural heritage system policies of RPOP 2051.

For the reasons described in Section 4.5 of this report, it is our opinion that the proposed amendment conforms with the policies of the RPOP 2051.

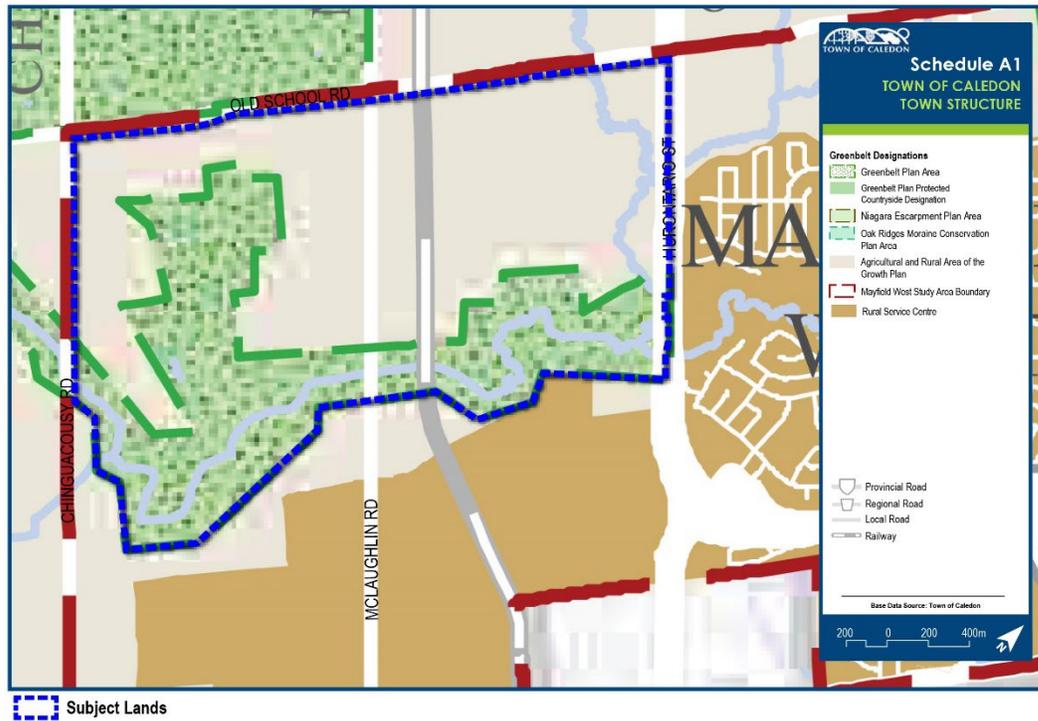
#### **4.6 Town of Caledon Official Plan**

The Town of Caledon Official Plan (the “Caledon OP”) came into effect in 1979 and has been amended over time; it was most recently consolidated in April 2018. The purpose of the Official Plan is to provide goals, objectives, and policies to guide future land use development, and demographic and economic change within the Town of Caledon.

Principles of the Official Plan include the preservation, protection and enhancement of the natural and cultural heritage resources in the Town, improvements to the health and well-being of residents, employees, landowners and businesses through the development of complete communities, and fiscal sustainability through the expansion and diversification of the Town’s employment base and balancing of growth and services (Section 2.2.1).

Based on the in-force policy context, the Subject Lands are designated “Prime Agricultural Area”, “Protected Countryside” within the “Greenbelt Plan Area” and “Mayfield West Study Area”, as shown in Figure 8. Portions of the Subject Lands are also designated “Environmental Policy Area” beyond the limits of the Greenbelt Plan Area on Schedule B.

Figure 8: Town of Caledon Official Plan 2018 Consolidation Schedule A1 - Town Structure



However, the current Caledon OP does not reflect the Settlement Boundary Expansion adopted in the RPOP 2051. Inclusion of portions of the Subject Lands included in the Region’s Settlement Boundary would re-designate the lands from “Prime Agricultural Area” to “Designated Greenfield Area” and would allow the Town of Caledon to proceed with approval of the proposed amendment to build upon the Region’s urban policy framework and establish detailed urban policies for the Subject Lands. It is understood that the province’s approval of RPOP 2051 is forthcoming, and the associated urban policy framework will be incorporated into the Future Caledon OP, as such, and for the purposes of this analysis, the urban area portions of the Subject Lands will be reviewed against the “Designated Greenfield Area” and more specifically, the “Mayfield West Study Area” policies of the Caledon OP.

Further detailed land use policies are discussed in accordance with the proposed amendment and Mayfield West Phase 2 Secondary Plan in Section 4.8 of this report. The draft policies proposed in the Draft Future Caledon OP are also reviewed in Section 4.7 of this report.

#### 4.6.1 Growth Management

It is the objective of the Official Plan for Caledon to develop as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life, has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs and protect and promote human health through community planning and design (Section 4.1.8.2.1 and 4.1.8.2.2).

Section 4.2 of the Caledon OP provides guidance on growth management policies in the Town of Caledon. Section 4.2.2 outlines the objectives of greenfield density within the Town of Caledon which are to optimize the use of designated greenfield areas and achieve compact urban forms within the Designated Greenfield Areas (Section 4.2.2.2.1 and 4.2.2.2.2). To contribute to achieving the Region’s overall greenfield density target of 50 people and jobs per hectare, development in the Designated Greenfield Area shall achieve a density of 42 residents and jobs combined per hectare (Section 4.2.2.3.1).

The proposed amendment contemplates the creation of a complete community by providing a housing mix comprising of single/ semi detached dwellings, street townhouse, back-to-back townhouse, and stacked townhouse dwellings which provides accommodation options for people at all stages of life. The residential development will be complemented by institutional and recreational opportunities through the provision of schools, parks, trails and stormwater management ponds. Furthermore, the proposed amendment includes lands designated General Commercial which provides the opportunity for a range of jobs including retail and service commercial and office related jobs. The Subject Lands are bordered by Chinguacousy Road towards the west, which is designated ‘Collector’, Hurontario Street to the east, which is designated ‘High Capacity Arterial’, and Old School Road towards the north, which is a designated ‘Collector’ (Schedule J – Long Range Road Network). There is potential for future access to public transit as Hurontario Street extending up to Mayfield West is designated ‘Other Rapid Transit Corridor’ in the Region of Peel Official Plan (Schedule G – Rapid Transit Corridors). Opportunities for active transportation are supported through the proposed road network which contemplates sidewalks and/or multi-use paths and connects to the existing road network and the anticipated trail network to be implemented by the Region of Peel on the former ORBY railway. The proposed amendment plans to conserve the natural environment and does not propose development within hazard lands which contribute to the protection and promotion of public health and safety.

Furthermore, the proposed amendment achieves a density of approximately 67.2 people and jobs per hectare which appropriately contributes to the minimum density target for Designated Greenfield Areas in the Town of Caledon and provides for a compact urban form.

#### **4.6.2 Greenbelt Plan Area**

As mentioned, portions of the Subject Lands are designated “Protected Countryside” with a “Natural Heritage System” overlay within the “Greenbelt Plan Area”

The Greenbelt Plan policies of the Official Plan generally reflect the Greenbelt Plan policies described in Section 4.3 of this report.

The Caledon OP continues to require that new development in the Natural Heritage System demonstrate that there will be no negative impacts on key natural heritage or hydrologic features or their functions, maintain connectivity between key features, avoid removal of other natural features not identified as key features, and limits the

developable area 25 percent and the impervious area to 10 percent (Section 7.13.3.2.1.2).

The Official Plan designates key natural heritage features, key hydrologic features and their associated vegetation protection zones within the Greenbelt Plan area as “Environmental Policy Area” and generally prohibits development within these areas (Sections 7.13.3.2.3.3 and 7.13.3.2.3.6). Where development is proposed within 120 m of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere in the Protected Countryside the Official Plan requires a natural heritage evaluation and hydrological evaluation, which identify a Vegetation Protection Zone of sufficient width to protect the features and is established to achieve and be maintained as self-sustaining vegetation (Section 7.13.3.2.3.7).

With respect to infrastructure, existing, expanded or new infrastructure is permitted provided it serves significant growth and economic development expected in Southern Ontario (Section 7.13.4.3.1.1). The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected Countryside shall where possible minimize the amount of Greenbelt, particularly Natural Heritage System that is traversed or occupied, minimize the negative impact and disturbance of the existing landscape, where practicable co-ordinate and optimize different infrastructure services, avoid key features and where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key feature shall minimize negative impacts and disturbance on the features or their related functions and where reasonable shall maintain or improve connectivity (Section 7.13.4.3.1.2).

The proposed amendment conforms with the Greenbelt Plan policies of the Caledon OP. The land use plan for the proposed amendment was informed by the CEISMP which identifies natural heritage and hydrologic features and their vegetation protection zones. Furthermore, all proposed infrastructure satisfy the criteria provided in the Greenbelt Plan and are located outside of key natural heritage and key hydrologic features.

#### **4.6.3 Environmental Policy Area**

Portions of the Subject Lands within the Designated Greenfield Area are designated “Environmental Policy Area” beyond the Greenbelt Plan.

Section 5.7.3.1.1 states that development is prohibited within areas designated Environmental Policy Areas, except for the permitted uses specified in policy 5.7.3.1.2 which includes but is not limited to existing residential uses and essential infrastructure. Section 5.7.3.7.1 provides that new development adjacent to Environmental Policy Areas will be required to complete an EIS and Management Plan to the satisfaction of the Town and other relevant agencies.

The proposed amendment conforms to the policies of the Environmental Policy Area designation as only essential infrastructure including roads and servicing are proposed within the Environmental Policy Area. Further, these lands are proposed to be protected

from any potential impacts from development by implementing the vegetation protection zones determined through the Comprehensive Environmental Impact Study and Management Plan prepared by Palmer, which is submitted in support of the proposed amendment.

#### **4.6.4 Open Space and Recreation**

Section 5.8 delineates policies pertaining to Open Space and Recreation in the Town of Caledon. Section 5.8.2.1 states that a system of parks and publicly accessible open spaces are to be developed and maintained to provide for a diversity of recreational and leisure opportunities for a range of age and interest groups. Per Section 5.9.3.9, the optimum standard for local parkland includes 2.4 hectares of community and neighbourhood parkland per 1,000 persons, exclusive of the Environmental Policy Area. In addition, for parkettes, the Town's standard is 1 parkette per 1,000 persons, exclusive of the Environmental Policy Area.

Based on this provision target, the total amount of parkland required in the Subject Lands is approximately 35 hectares. As these are Town-wide standards, it is our understanding that the provisions are not intended to be achieved on an individual plan basis.

The proposed amendment delivers four (4) Neighbourhood Parks and one (1) Community Park ranging in size from approximately 2.0 hectares to 6.1 hectares. As per Section 2.4 of this report, based on the Planning Act rates, a total of 13.8 hectares of parkland can be acquired through the development process, which will contribute to the Town's achievement of the optimum local parkland standard.

The parks are evenly distributed throughout the Subject Lands and are co-located with schools and adjacent to the NHS, where possible to provide connections to enhance recreational, and leisure uses and to provide additional transitional buffers between residential development and the EPAs. Furthermore, the proposed amendment provides an opportunity to provide multi-use trails within the Natural Heritage System buffers, which will enhance the overall trails and open space network.

#### **4.6.5 Transportation**

Section 5.9 provides policy guidance on transportation systems within the Town of Caledon. Section 5.9.4.3 recognizes that the primary mode of travel during the plan period will be the automobile, however it is encouraged that the transportation system accommodate various modes of transportation. Section 5.9.5.9.1 provides that the Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.

Although the Official Plan recognizes that the automobile will be the primary mode of travel, the Subject Lands are surrounded by a hierarchy of roads which can accommodate various modes of transportation. In particular, the new transit hub located near to Highways 10 and 410 provides a for the opportunity for transit within walking distance of

a significant portion of the MW2-3 area. Hurontario Street currently accommodates a GO Bus route connecting downtown Brampton to Orangeville and provides an optimal location for the proposed commercial and medium density uses. The surrounding collector roads will provide opportunities for local transit routes and support active transportation through the accommodation of sidewalks and multi-use paths. A proposed network of trails through the proposed NHS buffers and through tributary crossings provide strong connections to each of the residential sub-neighbourhoods and to the existing Mayfield West Phase 2 Stage 2 community to the south. Notwithstanding the Town's expectation that the primary mode of individual travel may be by automobile, the proposed amendment promotes an active transportation network that is less reliant on the automobile. As such, the proposed amendment contemplates multi-modal connectivity, in accordance with Policy 5.9.4.3 and 5.9.5.9.1 of the Caledon OP.

#### **4.6.6 Settlement Area Policies**

Section 5.10 speaks to the policies regarding Settlement Areas in the Town of Caledon. Section 5.10.4 specifically speaks to the policies regarding Rural Service Centers. Rural Service Centers are designated as the primary growth areas for the planning period (to 2031). 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 (Section 5.10.4.1). Mayfield West has been designated a Rural Service Centre, as seen in Schedule A1 of the Caledon OP. As a growing community, it represents a significant opportunity to effectively provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon (Section 5.10.4.3.1).

The proposed amendment represents a northern extension of the Mayfield West Rural Service Centre and as such, the growth attributed to the proposed amendment would implement the objectives of Rural Service Centres described in Section 5.10.4.1 and Section 5.10.4.3.1 of the Caledon OP.

#### **4.6.7 Phasing**

Section 6.2.1.7.2 establishes criteria to be used as a basis for selecting properties which should be prioritized for all stages of the development approvals process, which includes the following:

- a) *Financial: Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;*

The Preliminary Fiscal Impact Assessment for the Town of Caledon prepared by IBI Group demonstrates the Land Use Plan would have a net positive benefit on the Town of Caledon from a capital and operating financial perspective.

- b) *Support to Existing Infrastructure: Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;*

The proposed amendment represents a rounding out of the existing Mayfield West Phase 2 community. Services constructed for Mayfield West Phase 2 Stages 1 and 2 have been oversized to accommodate for future growth within the Mayfield West Study Area, including the Subject Lands. The proposed amendment makes efficient use of this existing and planned public facilities, transportation and servicing infrastructure, and represent a logical completion of the Mayfield West community.

*c) Piped Sewer and Water Services: The availability and efficiency of piped services from a Town and Region perspective;*

The findings of the Preliminary Functional Servicing and Stormwater Management Report prepared by Candevcon conclude that piped services are available and will be extended to service the Subject Lands in an efficient manner.

*d) Transportation Services: The ready and economical provision of roadway facilities;*

The Transportation Impact Study prepared by GHD concludes that the existing surrounding road infrastructure can accommodate the proposed amendment with select infrastructure improvements, however, capacity issues are still prevalent at study intersections along Hurontario Street due to the high through volumes. Local improvements and the potential capacity created from the construction of the GTA West Corridor will alleviate traffic concerns.

*e) Parkland and Community Services: The satisfaction of Town and Regional requirements for parkland or community services;*

The proposed amendment contemplates 4 neighbourhood parks and 1 community park located adjacent to the Natural Heritage System or co-located with schools, where possible. The level of parks provided exceeds the requirement for parkland dedication under the Planning Act.

*f) Consistency with Housing Needs: Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;*

The Land Use Plan proposes a wide range of housing options including single and semi-detached dwellings, street townhouses, rear-lane townhouses, back-to-back townhouses and stacked townhouses to accommodate the various demands in the market.

*g) Environmental Concerns: The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;*

The Environmental Noise Study prepared by Candevcon recommends mitigation measures to minimize impacts to future residents. The Comprehensive Environmental Impact Study and Management Plan prepared by Palmer identifies the

limits of the Natural Heritage System and other development constraints to ensure that development minimizes impacts to the natural environment.

*h) School Related Concerns: Maintaining or helping to achieve acceptable levels of school facilities;*

The proposed amendment contemplates 2 elementary schools, which is consistent with the facility need requirements provided in the Dufferin Peel District School Board and Dufferin Peel Catholic District School Board Education Development Charges Background Studies. Secondary school needs are expected to be accommodated by planned facilities in the Mayfield West Phase 2 community.

*i) Agricultural Lands: Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;*

The Agricultural Impact Study prepared by Stantec concludes that the proposed amendment will not have an impact on the agricultural uses in the surrounding area. Further, the Subject Lands are contiguous to existing development.

*j) Consistency with Official Plan Policies: Consistency with relevant Official Plan policy, other than the preceding criteria; and,*

As demonstrated in Section 4.6 and 4.7 of this Report, the proposed amendment meets the intent of the Official Plan and conforms to the relevant policies and broad planning objectives in the Caledon OP.

*k) Application date: Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.*

The original DART meeting occurred on March 9, 2017 and the initial submission of material for this application occurred in early 2019. This application should be favoured and be the first to be processed by the Town as the next stage of development both as it rates highly on all criteria and it has been contemplated for over 5 years.

#### **4.6.8 Secondary Plans**

In accordance with Sections 6.2.4.1 and 6.2.4.2 of the Caledon OP, Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide a more detailed planning objectives and policies for development these areas may include established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. A Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement area. Secondary Plans may be incorporated into the Caledon OP through an amendment to the Plan.

The Subject Lands are located within the “Mayfield West Study Area” which is an area long considered for growth and development in the Town of Caledon and are included in

the Regional Urban Boundary in the adopted RPOP 2051 and are contiguous with the existing Mayfield West Phase 2 Secondary Plan boundary making the Subject Lands the logical extension for urban development the Mayfield West Phase 2 community. As such, the proposed amendment represents an amendment to an existing secondary plan which is consistent with the intent of the provincial, regional and municipal policy framework for development, as discussed in Section 4 of this report.

For the reasons discussed in Section 4.6 of this report, it is our opinion that the proposed amendment conforms with the policies of the Caledon OP.

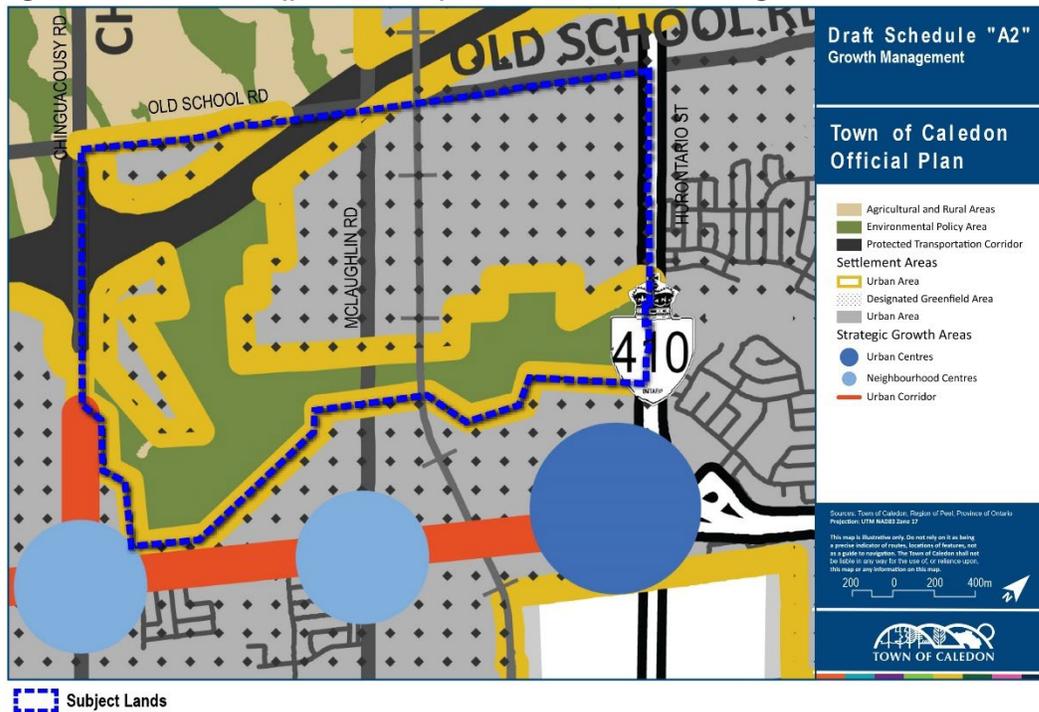
#### **4.7 Future Caledon Draft Official Plan**

In 2019, the Town of Caledon initiated their review of the Caledon Official Plan as required by Planning Act and to ensure conformity with provincial policy and the adopted RPOP 2051. In April 2022, the Town of Caledon released the Draft Future Caledon Official Plan (“Draft Future Caledon OP”) for public input. It is expected that the Future Caledon OP will be adopted by Council in early/mid 2023. Given that the proposed amendment will conform to the policies of the adopted RPOP 2051, the following section will provide an overview of the Draft Future Caledon OP policies to ensure that the proposed amendment is consistent with the latest policy direction provided by the Town.

It should be noted that the policies of the Mayfield West Phase 2 Secondary Plan, as included in Volume 2 of the Draft Future Caledon OP, are similar to the policies included in the Caledon OP that is in force and effect. As such, an analysis of the Mayfield West Phase 2 Secondary Plan is provided in Section 4.8 of this report, and has not been duplicated for the existing Caledon OP and Draft Future Caledon OP.

The Subject Lands are designated as a “Designated Greenfield Area” within the “Urban Area” and “Environmental Policy Area” on Schedule A2 of the Draft Future Caledon OP, and as shown in Figure 9. Schedule A4 further identifies the Subject Lands as “Community Area” as shown in Figure 10. The Subject Lands are also identified as within the “Mayfield West Study Area” on Schedule Q.

Figure 9: Future Caledon Official Plan Draft Schedule A2 - Growth Management



#### 4.7.1 Proposed Designated Greenfield Area & Mayfield West Study Area Policies

The Draft Future Caledon OP defines Urban Areas to include new and existing residential, commercial and institutional areas of Caledon where people live, shop, work and play, with the amenities they need for day-to-day living accessible close to home (Section 3.2.2.c).

The Draft Future Caledon OP updates the population and employment forecasts in the Town to align with RPOP 2051 and further distributes the Town-wide allocations to specific areas within the Town. According to Table 2, Mayfield West is forecast to have a population of 38,340 persons by 2051.

Section 3.8.7 directs and prioritizes growth to the Town’s Delineated Built-up Area, Major Transit Station Areas and the Designated Greenfield Area. Development within Designated Greenfield Areas is to be planned to support the Town’s complete communities objectives and policies and includes ensuring the creation of high quality open spaces with site and urban design standards that support opportunities for transit, walking and cycling (Section 3.8.25).

Development within Designated Greenfield Areas are required to meet a minimum overall density of 67.5 people and jobs per hectare, measured over the entire Town of Caledon (Section 3.8.26). Natural heritage features, railways, and freeways are excluded from the Greenfield Density target calculations (Section 3.8.27).

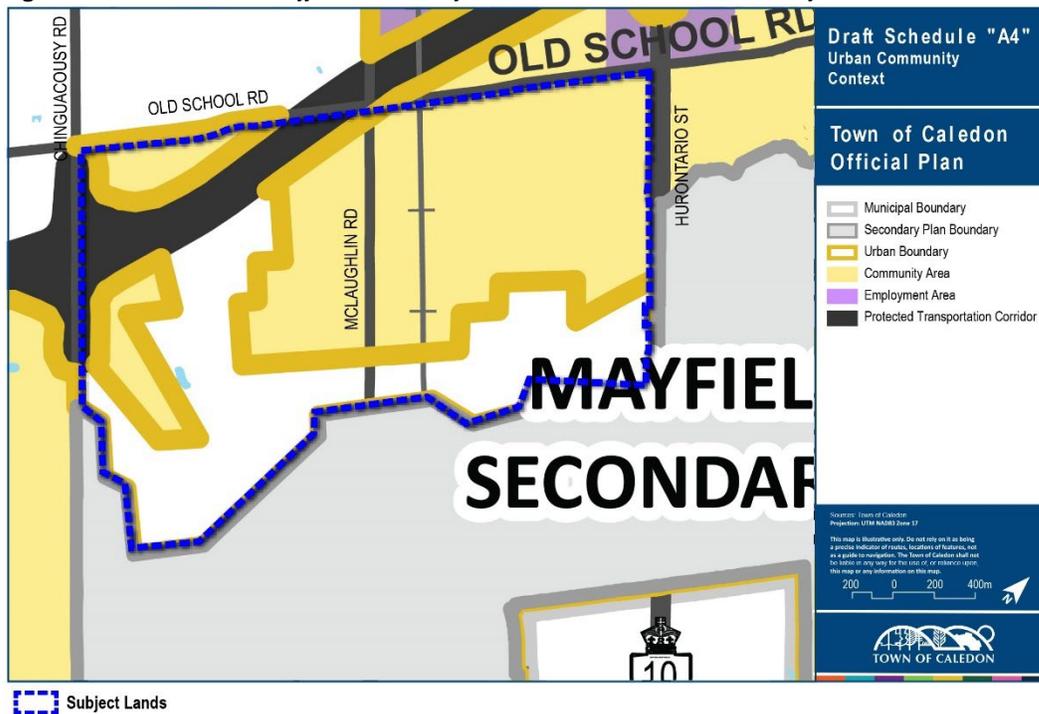
The proposed amendment conforms with and implements the intent to plan for complete

well-designed communities that provide a range and mix of uses, opportunities for a range of housing options and supports opportunities for mobility options, including transit, walking and cycling. The proposed amendment is estimated to accommodate 13,061 people and 914 population-related jobs and achieve an overall minimum density target of 67.2 people and jobs per hectare which contributes to achieving the Town-wide population forecast, area-specific Mayfield West forecasts and the overall greenfield area density target of 67.5 people and jobs per hectare.

#### 4.7.2 Proposed Urban Community Context

The Town’s urban communities are the principal centres for growth in the area and will be home to most residents, while serving as primary hubs for the rural community and surrounding municipalities. The Urban Community Context includes lands within the Urban Boundary, including Community Areas (Section 3.5.2).

Figure 10: Future Caledon Official Plan Draft Schedule A4 - Urban Community Context



The Community Areas shown on Schedule A4, which includes the Subject Lands, are to be planned in accordance with Section 5.7 and the Chapter 6 policies of the Draft Future Caledon OP (Section 3.5.33). Section 5.7.1 identifies that more detailed land uses will be applied to Community Areas, shown on Schedule A4, during the Secondary Plan process. However, Section 4.3.75 generally provides that new neighbourhoods in Community Areas shall be designed as 15-minute neighbourhoods by incorporating a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes (Section 4.3.75). Residential development

in new communities will include a range of housing types, densities and tenures to meet the housing objectives of the Official Plan (Section 4.3.78).

Section 6 of the Draft Future Caledon OP provide the implementation policies for the Town which focus on providing growth in a sustainable manner, considering phasing and financing, by directing new development into areas that can be planned as complete, walkable and transit supportive communities. In addition, development should be low carbon while minimizing impacts on the natural environment and rural system.

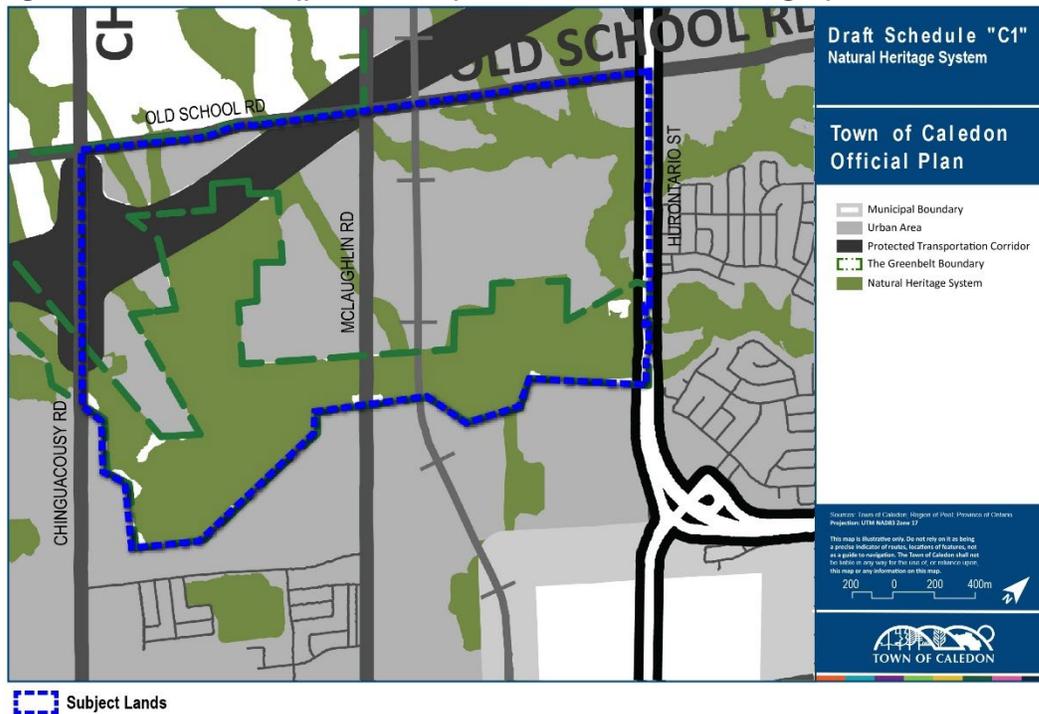
Section 6.1.4, provides that the timing and progression of development will provide for a contiguous and compact form of development that supports the achievement of walkable neighbourhoods; make efficient use of existing infrastructure and services; be orderly and provide for a logical extension of services; ensure the provision of infrastructure occurs in a coordinated and economic viable and sustainable manner; and, ensure new development, where possible, is low carbon and resilient to a changing climate and maximizes opportunities for innovation, energy efficiency and zero emissions transportation.

The Subject Lands are a logical, economically viable and sustainable next step in the progression of growth for the Town as it provides for contiguous development via the expansion and completion of the Mayfield West Phase 2 Community, for which comprehensive community-wide studies and planning has been completed, and the development of the Subject Lands has already been contemplated in the provision of planned infrastructure. Furthermore, the proposed amendment utilizes the existing MW2 Secondary Plan policy framework as the basis for development, the policies of which encourage the development of a complete, walkable and transit supportive community with a range and mix of uses and housing options and minimizes impacts on the natural environment and rural system.

#### **4.7.3 Proposed Environmental Policy Area Designation Policies**

Portions of the Subject Lands are designated “Natural Heritage System” and “The Greenbelt Boundary” on Schedule C1 of the Draft Future Caledon OP, as shown in Figure 10.

Figure 11: Future Caledon Official Plan Draft Schedule C1 – Natural Heritage System



Section 4.9 of the Draft Future Caledon OP describes policies and objectives relating to protecting the natural environment. Key natural heritage features, key hydrologic features and their associated buffers located within the Greenbelt are designated Environmental Policy Area, where development is prohibited (Section 4.9.115 and 4.9.116). Utility services proposed within the Environmental Policy Area should be confined to road crossings of the watercourses (Section 4.6.94). Where development may have an impact on groundwater resources, a hydrogeological investigation shall be submitted prior to any approvals being granted (Section 4.9.121). Refinements to the limits of the Environmental Policy Area may be permitted without an amendment to the Official Plan, provided that the refinements are supported by site investigations/inspections and are satisfactory to the Town and other agencies (Section 4.9.125).

The proposed amendment conforms to the policies of the Environmental Policy Area designation as only essential infrastructure including roads and servicing are proposed within the key natural heritage or hydrologic features and their associated buffers. Further, a Hydrogeological Report prepared by Palmer is submitted in support of this application to ensure that the proposed development does not have a significant impact on groundwater resources.

Where possible, parks are located adjacent to the Environmental Policy Area lands and should be located within Rural Areas of the protected countryside where they are outside of key natural and hydrological features and their associated buffers to promote

walkability and opportunities for passive recreation within the Subject Lands. The proposed transportation system within the Subject Lands contemplates four (4) road crossings of the Natural Heritage System only where there is no other option to provide for a connected community. The proposed road network provides a logical and well-connected transportation and active transportation system that balances connectivity with impacts to the NHS. As such, the proposed amendment and associated Land Use Plan conform to Section 4.9 of the Draft FCOP.

#### **4.7.4 Proposed Parkland Policies**

The Draft Future Caledon OP updates the parkland provision and parkland hierarchy of the Caledon OP. It establishes an updated parkland provision target of 2.7 hectares per 1,000 population (Section 4.7.27). As these are Town-wide standards, it is our understanding that the provisions are not intended to be achieved on an individual plan basis.

The parkland hierarchy consists of Urban Squares, Neighbourhood Parks, Community Parks and District-Special Purpose Parks (section 4.7.28).

Urban Squares are publicly accessible with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks (section 4.7.29).

Neighbourhood Parks will cater to the needs and interests of the residents living within its general vicinity for both organized and unorganized leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade. The service catchment area of Neighbourhood Parks is 800 metres to the residential area and has a minimum size requirement of 2 hectares. Neighbourhood Parks should contain adequate street frontage for visibility and safety and be linked, where feasible to the trail network. (Section 4.7.30)

Community Parks are a focus for active recreation and are centrally located within a village or settlement area. These parks typically contain playing fields for organized sports. The service catchment area of Community Parks is multiple residential areas and has a minimum size requirement of 4 hectares. Community Parks should have direct access to an arterial or collector road, be accessible by public transit, and where feasible be located adjacent to school site and linked to the trail network. (Section 4.7.31)

The proposed amendment delivers four (4) Neighbourhood Parks and one (1) Community Park distributed throughout the Subject Lands and ranging in size from approximately 2.0 hectares to 6.1 hectares consistent with the Draft Future Caledon OP policies. Each proposed park has frontage onto a collector or arterial road and where possible provides opportunities for active transportation connections utilizing trails within the natural heritage system.

For the reasons described in Section 4.7, it is our opinion that the proposed amendment is consistent with the Draft Future Caledon OP policies.

## **4.8 Mayfield West Phase 2 Secondary Plan**

The Mayfield West Phase 2 Secondary Plan (“MW2 Secondary Plan”) outlines policies and goals to guide the future land use and development of the MW2 Secondary Plan Area. Following the province’s approval of RPOP 2051 and the Town’s ongoing Official Plan Review, it is anticipated that the Subject Lands will be included in the Urban Area and form the northern portion of the MW2 Secondary Plan and complete the western portion of the Mayfield West Study Area. Therefore, the Subject Lands would be subject to the policies and objectives of the MW2 Secondary Plan.

As mentioned, in reviewing the Draft Future Caledon OP policies, the MW2 Secondary Plan policies are consistent with the in-force and effect policies of the current Secondary Plan. Given that the policies are the same in both the in-force and effect Caledon OP and draft Future Caledon OP, the Mayfield West Phase 2 Secondary Plan is reviewed only once.

It is the goal of the MW2 Secondary Plan is to develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design. (Section 7.14.3.1) In order to achieve this goal the MW2 Secondary Plan is to achieve the following objectives:

- a) Achieve net ecological gain, when practical, possible, and advisable;
- b) Adopt an integrated design process;
- c) Foster a local identity rooted in the spirit of the Town of Caledon;
- d) Establish the structure for a close knit small town that fosters self-sufficiency;
- e) Achieve a range and mix of housing, including affordable housing options;
- f) Promote walking, cycling, and transit opportunities;
- g) Maximize conservation and innovation (water, waste, and energy);
- h) Ensure community connectivity and integration at all scales; and
- i) Support adaptive changes. (Section 7.14.3.2)

### **4.8.1 Growth Management Strategy**

The Growth Management Strategy is designed to ensure that development in the MW2 Secondary Plan Area occurs in an orderly, timely and cost-effective manner (Section 7.14.4.1.1).

To ensure conformity with the Town’s growth management objectives, the Secondary Plan includes population and employment targets to ensure that development occurs in a manner consistent with those objectives (Section 7.14.4.1.2). Tables 7.6 and 7.7 of the Secondary Plan establish population and employment targets by Secondary Plan Stage. Stage 1 is planned to achieve a total of 10,348 people and 3,799 jobs and Stage 2 is planned to achieve a total of 7,602 people and 549 jobs. Stage 1 and Stage 2 are also assigned a minimum density target of 77.3 people and jobs per hectare and 67.2 people and jobs per hectare respectively.

Section 7.14.4.1.5 requires that development in the Secondary Plan conform to the planning and design visions, goals and recommendations of several community-wide studies prepared for the Stage 1 and Stage 2 lands.

The proposed amendment represents the next logical stage of development in the MW2 Secondary Plan to ensure orderly, timely and cost-effective growth to round out the Mayfield West Rural Service Centre boundary. Similar to the policies for Stage 1 and 2 the proposed amendment establishes population, employment and a minimum density target for the Subject Lands to ensure conformity with the Town's growth management objectives. As such the Subject Lands are forecast to achieve a population of 13,061 people, 914 population-related jobs and an overall minimum density target of 67.2 people and jobs combined per hectare. The Subject Lands were contemplated for future development within the existing community-wide studies for Stage 1 and Stage 2. In addition, separate studies have been prepared for the Subject Lands which generally address the objectives of the Stage 1 and Stage 2 community-wide study requirements and/or confirm the findings of the existing community-wide studies and include a Comprehensive Environmental Impact Study and Management Plan, Functional Servicing and Stormwater Management Report, Cultural Heritage Assessment and Urban Design Brief among others. As mentioned, the proposed amendment will update the population, employment and density targets for the MW2 Secondary Plan to reflect the settlement expansion and population and employment growth forecasts adopted in RPOP 2051.

#### **4.8.2 Residential Land Uses**

The MW2 Secondary Plan includes five residential land use designations including the following:

- a) Low Density Residential;
- b) Medium Density Residential;
- c) Live/Work Residential;
- d) High Density Residential; and,
- e) Mixed-Use Residential (Section 7.14.5.1.1)

Lands designated Low Density Residential shall permit predominately single and semi-detached housing with opportunities for street townhouses and rear-lane townhouses up to a maximum of three storeys provided that matters pertaining to vehicular access, parking and land use compatibility are addressed (Section 7.14.5.2.1 and 7.14.5.2.2).

Lands within the Medium Density Residential designation shall accommodate townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses up to a maximum of four storeys (Section 7.14.5.3.1 and 7.14.5.3.2). The MW2 Secondary Plan also requires that where back-to-back townhouses are proposed it shall be demonstrated that adequate amenity space is provided in the form of private or public open space (Section 7.14.5.3.3).

The proposed amendment conforms with the residential land use policies of the MW2

Secondary Plan as it designates portions of the Subject Lands as Low Density Residential and Medium Density Residential and proposes no modifications to the land use policies. As such, lands designated Low Density Residential in the proposed amendment are planned to accommodate single and semi-detached dwelling units, street townhouse, and rear-lane townhouse units and lands designated Medium Density Residential are planned to accommodate townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses. Within the Low and Medium Density Residential designations a sufficient range and mix of housing types are permitted to provide a range of housing options including opportunities for a range of tenure and affordability options. The proposed amendment does not propose to designate any portion of the Subject Lands as Live/Work Residential or High Density Residential.

#### **4.8.3 Commercial Land Uses**

The MW2 Secondary Plan provides that the majority of commercial lands are planned to be located adjacent to and west of Hurontario Street and that the amount of commercial development proposed in the Secondary Plan shall be consistent with the population-related jobs provided in the forecast tables in Section 7.14.4.1. 2 (mentioned above).

Lands designated General Commercial are subject to Sections 5.4.3, 5.4.4 and 5.4.9 of the Caledon OP. In accordance with Section 5.4.4.1, the General Commercial designation applies to the core areas and other specific sites within the Rural Services Centres (including Mayfield West). The designation permits a wide range of retail and service activities including uses such as accommodation, apparel, automotive, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant, and other similar uses and are subject to the general policies and general design policies in Section 5.4.3 and 5.4.9 of the Caledon OP.

In general, the MW2 Secondary Plan provides that commercial sites are to be planned and designed as a pedestrian and cyclist friendly and transit-oriented components of the Secondary Plan (Section 7.14.14.6).

The proposed amendment conforms with the commercial policies of the MW2 Secondary Plan as it designates a proportion of the Subject Lands consistent with the quantum of population-related jobs forecast for the Subject Lands as General Commercial and proposes no modifications to the policies. As such, the proposed amendment locates General Commercial land uses adjacent to or west of Hurontario Street/Highway 410. Where the General Commercial designation does not front Hurontario Street/Highway 410, it is planned to front onto Old School Road. These locations are planned to maximize accessibility to residents and the traveling public and coincide with the location of potential future transit stops to minimize walking distances to transit stops. Further the uses contemplated within the General Commercial lands are consistent with the permitted uses as described above.

#### **4.8.4 Institutional Land Uses (Schools)**

The MW2 Secondary Plan identifies elementary and secondary school sites by Secondary Plan Stage that are required to serve the MW2 community and establishes criteria for school site sizes and locations. In general, elementary and secondary school sites should be approximately 2.8 hectares and 6.8 hectares in size, respectively (Section 7.14.8.3). School sites should have frontage onto a road with a minimum 22 m right-of-way or a 10 m paved roadway (Section 7.14.8.4). Furthermore, schools sites are encouraged to develop in conjunction with adjacent community parks and/or future proposed recreation facilities in a campus setting to facilitate joint use and achieve economies of land use (Section 7.14.8.6).

The proposed amendment conforms with the school policies of the MW2 Secondary Plan as it designates two elementary school sites to serve the estimated student population based on the relevant school boards pupil yield rates and the population target for the Subject Lands (as further described in Section 2.3). Aside from identifying the additional public and catholic elementary school sites for the Subject Lands, the proposed amendment does not propose modifications to the school policies. The proposed elementary school sites are a minimum 2.8 hectares in size, have frontage on a collector road which, in accordance with the Caledon OP, are anticipated to have a right-of-way of 20 to 26 m and are co-located with community and/or neighbourhood parks to provide opportunities for joint use initiatives and land use efficiencies.

#### **4.8.5 Open Space Land Uses (Parks)**

Municipal parks in the MW2 Secondary Plan are identified as Open Space Policy Area designation and consist of three main park types: Community Parks, Neighbourhood Parks and Urban Village Squares (Section 7.14.9.1).

Section 7.14.9.2 requires that municipal parks be consistent with the Open Space policies of Section 5.8 of the Caledon OP, which is described in Section 4.6.4 of this report. In addition, Section 7.14.9.4 provides that Urban Village Squares are generally 0.2 ha in size and intended to provide a central public green space for social gathering throughout the day and evening. Furthermore, parks are to be designed to connect to and enhance the Natural Heritage System in the MW2 Secondary Plan as a compatible adjacent land use (Section 7.14.9.6). Minor adjustments to the location and configuration of municipal park sites may be considered and shall be permitted without requiring further amendment to the MW2 Secondary Plan provided the goal of the Secondary Plan is maintained, the opportunity to co-locate schools with parks is maintained, and the adjustment does not result in a significant change to the amount of land proposed for municipal parks in the Secondary Plan (Section 7.14.9.5).

The proposed amendment conforms with the municipal parks policies of the MW2 Secondary Plan as it designates five (5) municipal parks designated Open Space Policy Area within the Subject Lands ranging in size from 2.0 to 6.1 hectares (which satisfy the minimum park size requirements of the Draft Future Caledon OP). These parks are evenly

distributed throughout the Subject Lands, with the Community Park being located central to the community to maximize resident accessibility to a range of park facilities. Where possible, parks are planned to be co-located with schools, to provide opportunities for joint use initiatives and land use efficiencies, and are also generally located adjacent to the Natural Heritage System and/or future trail system to provide an interconnected open space system. In addition, opportunities to provide Urban Squares, where access to parks is challenging, may be identified through future development applications.

#### **4.8.6 Environmental Policy Land Uses (Natural Heritage System)**

Within the MW2 Secondary Plan the Natural Heritage System consists of the Environmental Policy Area and Greenway Corridor designations. These areas provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Secondary Plan reflecting the design principle of achieving net ecological gain (Section 7.14.16.1.1).

Permitted uses in the Natural Heritage System are limited to limited to fish, wildlife and conservation management; limited essential infrastructure including road and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and site alteration to accommodate the above uses (Section 7.14.16.1.4).

Section 7.14.16.1.5 encourages pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space system and school sites be provided where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.

Refinements to the Natural Heritage System boundary in the MW2 Secondary Plan may be considered through the preparation of a community-wide EIR and site specific EIR, without an amendment to the Official Plan, provided that the intent of the Official Plan and the overall Natural Heritage System strategy is maintained and that the adjustment will not adversely impact the ecological or hydrologic functions of the Natural Heritage System (Section 7.14.16.2.3).

As confirmed in the CEISMP prepared by Palmer Environmental Consulting Group Inc., dated July 2022, the proposed amendment is consistent with the natural heritage system policies of the PPS and will not negatively impact the natural features or their ecological functions as the features within and surrounding the Subject Lands are buffered from proposed areas for development. The proposed amendment utilizes the ecological constraints and Natural Heritage System established by the CEISMP and provides setbacks from the NHS and the Greenbelt Lands. As noted in the CEISMP additional field assessment, feature delineation and mitigative design measures will be completed in consultation with Toronto and Region Conservation Authority and Town of Caledon as part

of future design phases. Some encroachment into setbacks and buffers (e.g., grading, trails) may be proposed subject to consultation with the agencies.

The proposed amendment conforms with the MW2 Secondary Plan as it designates Environmental Policy Areas in accordance with the CEISMP to ensure no negative impacts and proposes no modifications to the Natural Heritage System policies of the MW2 Secondary Plan. As such, lands designated Environmental Policy Area on the Subject Lands are planned to accommodate only uses currently permitted by the MW2 Secondary Plan.

#### **4.8.7 Transportation, Transit & Active Transportation**

Transportation infrastructure in the MW2 Secondary Plan is to be developed as multimodal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement (Section 7.14.15.1.1).

Roads within the MW2 Secondary Plan are to be developed in accordance with the guidelines and classifications identified in Section 5.9 of the Caledon OP (Section 7.14.15.1.1). Section 5.9 provides for the following road classifications and right-of-ways:

- Provincial Freeways
- High Capacity Arterials (30 to 50 m road allowance)
- Medium Capacity Arterials (20 to 36 m road allowance)
- Low Capacity Arterials (20 m road allowance)
- Collectors (20 to 26 m road allowance)
- Local Roads (17 to 20m road allowance)

Section 7.14.15.8.1 generally requires sidewalks and/or multi-use trail be provided on both sides of arterial and collector roads and on one side of local roads. Section 7.14.15.2.5 permits other implementation and design details with respect to the conceptual road network as identified in the community-wide Transportation Study.

In general, arterial, collector and local roads and crossings of the Natural Heritage System should be minimized to avoid or minimize encroachment or fragmentation of the Natural Heritage System (Section 7.14.15.2.7).

Development applications should demonstrate that the right-of-way widths can accommodate cycling facilities and on-street parking and that the road network can accommodate access to public transit routes and bus stops (Section 7.14.15.3.2 and 7.14.15.4.3). Particularly, collector and arterial roads shall be designed to include transit stops and bus bays to accommodate transit routes (Section 7.14.15.4.2).

It is the intent of the MW2 Secondary Plan to provide a comprehensive and connected pedestrian and cycling network that provides safe connections between key destinations such as residential neighbourhoods, commercial uses, community uses and the natural heritage system, through the provision of on-street and off-street facilities and

recreational trails (Section 7.14.15.6.2 and 7.14.15.7.1). Recreational trails are to be provided along the edge of contiguous natural heritage and open space elements (Section 7.14.15.7.3).

The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation, where a portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the MW2 Secondary Plan area, as identified in Figure 19 of the MW2 Secondary Plan. Figure 19, as amended by Official Plan Amendment No. 255, identifies the affected lands are to be determined following the decision on the GTA West Corridor EA Study. The Subject Lands are located within the Study Area for the GTA West EA project and the proposed amendment will update Figure 19 accordingly to include the Subject Lands in the Mayfield West Rural Service Centre. As noted earlier in this report, the final alignment of the highway has yet to be determined, and this amendment anticipates an alternative route that does not impact the historically planned area of Mayfield.

The proposed amendment provides a transportation network that conforms to the policies of the MW2 Secondary Plan, and the Caledon OP. Crossings of the NHS are minimized, where possible, to maintain a balance of connectivity and protection of the NHS.

#### **4.8.8 Municipal Services and Public Utilities**

In general, the MW2 Secondary Plan policies require that all water and wastewater infrastructure and stormwater management facilities be developed in accordance with the community-wide environmental study and in consultation with relevant agencies (Section 7.14.17.2.1 and 7.14.17.3.1).

Further all new development in the MW2 Secondary Plan area should be connected to Peel Region's water and wastewater systems in consultation with the Region (Section 7.14.17.2.1).

Regarding stormwater management, adjustments to the number, location and configuration of stormwater management facilities may be assessed through the preparation of the community-wide FSR (Section 7.14.17.3.2). Further, stormwater management facilities in the Provincial Greenbelt shall be designed and constructed in accordance particularly with Section 7.13.4.3 of the Caledon OP, which establishes that stormwater management ponds are prohibited in Key Natural Heritage Features or their Vegetation Protection Zones (Section 7.14.17.3.4 and 7.13.4.3.3.1).

In general, stormwater management facilities are to be located and designed to maintain the natural and ecological integrity of the Natural Heritage System, incorporate best management practices into the stormwater management system including low impact development techniques and measures, and to the greatest extent possible be designed to provide community amenities including pathways and trails and public open space

(Section 7.14.17.3.5).

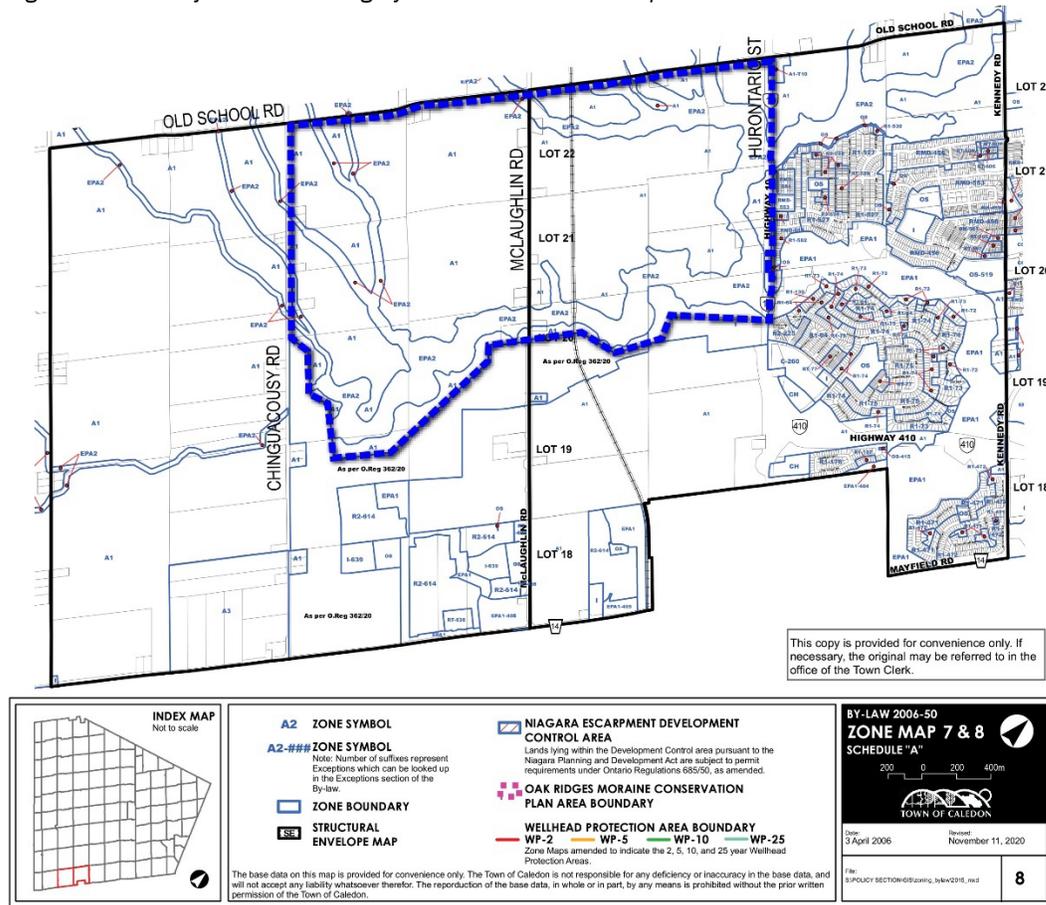
The proposed amendment locates stormwater management facilities in accordance with the locations recommended in the Preliminary Functional Servicing report prepared by Candevcon. There is significant potential for the realization of low impact development techniques and measures that can be incorporated into the overall stormwater management approach. In accordance with the policies of the MW2 Secondary Plan these facilities are located adjacent to the Natural Heritage System to maintain the natural and ecological integrity of the system and to provide public open space and active transportation amenities. As such, the proposed amendment conforms with the MW2 Secondary Plan policies.

#### **4.9 Town of Caledon Zoning By-law 2006-50**

The Subject Lands are currently zoned A1 (Agricultural) and EPA2 (Environmental Protection Area 2) in the Town of Caledon Zoning By-law 2006-50, as amended by O.Reg 362/20. The existing zoning generally allows for agricultural-related uses and environmental conservation, respectively.

The current application for the Subject Lands is for an official plan amendment only. As such, a future application will be required to amend the zoning by-law to implement the land use framework established by the official plan amendment. It is expected that applications for zoning by-law amendment will be submitted in conjunction with draft plan of subdivision applications.

Figure 12: Town of Caledon Zoning By-law 2006-50 Zone Map 7 & 8



 Subject Lands

# 5.0

## Proposed Official Plan Amendment

The Caledon Official Plan currently designates the Subject Lands as “Prime Agricultural Area”, “Protected Countryside” within the “Greenbelt Plan Area” and “Mayfield West Study Area”. Portions of the Subject Lands are also designated “Environmental Policy Area” beyond the limits of the Greenbelt Plan Area on Schedule B.

An Official Plan Amendment is required to bring the Subject Lands into the Mayfield West Rural Service Centre boundary and re-designate the portions of the Subject Lands outside of the Greenbelt Plan Area to “Low Density Residential”, “Medium Density Residential”, “General Commercial”, “Institutional”, “Open Space Policy Area”, “Stormwater Pond Facility” and “Environmental Policy Area”. An amendment to the Mayfield West Phase 2 Secondary Plan and associated Schedules is required to implement the proposed land use designations and the associated policy framework to recognize the inclusion of the Subject Lands in the Mayfield West Phase 2 Secondary Plan.

The following summarizes key policy and schedule amendments required to implement the proposed amendment:

- Identify the Subject Lands as the “Stage 3 lands” within the Mayfield West Phase 2 Secondary Plan;
- Update the Secondary Plan to reflect the inclusion of the Subject Lands including updating the total gross land area from 357 hectares to 787 hectares, natural heritage area from 45 hectares to 267 hectares (including Greenbelt Plan Area), and developable land area from 313 hectares to 521 hectares;
- Update the Secondary Plan to reflect the northern boundary of the Secondary Plan from south of the Etobicoke Creek to south of Old School Road;
- Update the Secondary Plan to reflect the planned targets for Stage 3, the Subject Lands, including a population 13,091, 914 population-related jobs and an overall density target of 67.2 people and jobs per hectare;
- Update the Secondary Plan to address additional community-wide study requirements;
- Update the number of required school sites from five sites to seven including one additional public elementary and one additional catholic elementary school to be provided on the Subject Lands;
- Update Schedule B-2 to include the Subject Lands within the Mayfield West

- Phase 2 Secondary Plan boundary, and reflect the Land Use Plan contained in Section 2 of this report;
- Amend Schedules A, A1, B, B-2, F, J, K, L, O and S to include the Subject Lands in the Settlement Area and/or, Mayfield West Rural Service Centre Boundary, as applicable; and,
  - Amend Figure 1, 19, and 21 to include the Subject Lands as Designated Greenfield Area and/or Settlement Area, as applicable.

A copy of the Draft Official Plan Amendment is provided as part of this submission.

# 6.0

## Conclusion

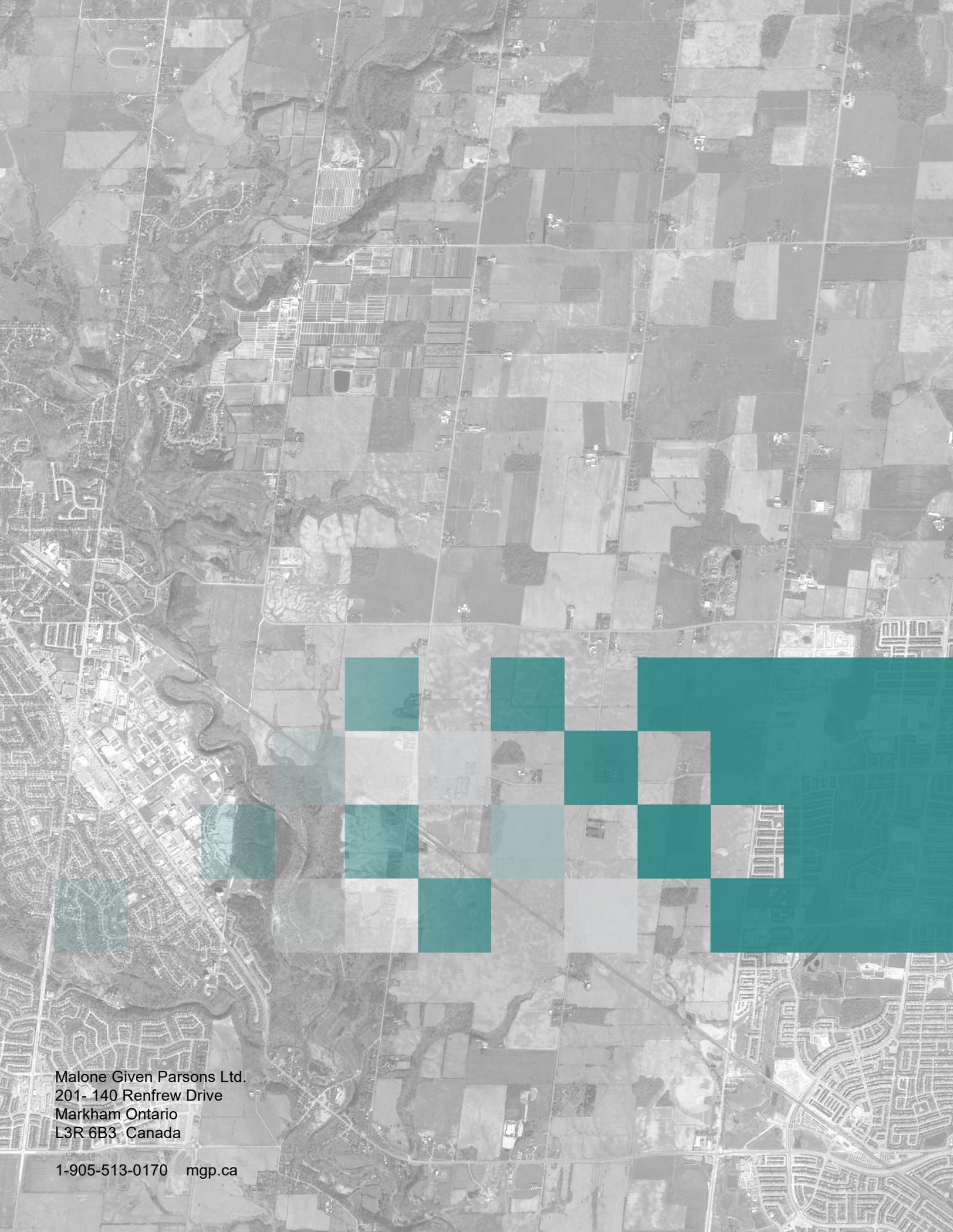
The purpose of this report is to provide an overview of the proposed amendment and analyse and render a planning opinion on the proposed amendment in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts.

This report has reviewed the proposed amendment against the unique policy framework, and it is our opinion that the proposed amendment is consistent with the PPS, conforms with the Growth Plan, the recently adopted Region of Peel Official Plan, Caledon Official Plan, is consistent with the Draft Future Caledon Official Plan and represents good planning based on the following:

- The proposed amendment is consistent with the policies of the PPS which emphasizes the importance of building healthy, livable, and safe communities and promotes efficient and cost-effective development and land-use patterns. The Subject Lands will be located within a settlement area and will be designated for growth, are appropriate for development with a mix of uses and forms and propose no negative impacts to natural heritage or hydrologic features nor their functions.
- The proposed amendment conforms with the policies of the Growth Plan which seek to build compact, transit supportive communities. The proposed amendment will be part of the Mayfield West Community which is planned as a complete community that supports densities that are pedestrian, cycling and transit friendly. The Land Use Plan includes a range of low- and medium-density residential uses along with two elementary schools and 5 municipal parks. Furthermore, with a density of approximately 67.2 persons and jobs per hectare the proposed amendment appropriately contributes to the achievement of the Town's minimum density requirement required for development of new Greenfield Communities within the Greater Golden Horseshoe.
- The proposed amendment conforms with the Greenbelt Plan as all potential infrastructure will be located outside of key natural heritage and key hydrologic features, except for essential infrastructure that must cross these features where there is no other opportunity.
  
- Given that the adopted RPOP 2051 is Peel Region Council's current vision for the

- Subject Lands, the proposed amendment was reviewed against the policies of the adopted new RPOP 2051. The proposed amendment conforms to the policies of the new regionally adopted RPOP which promotes the development of healthy and sustainable complete communities. The Subject Lands are identified for growth under the policies of the adopted RPOP and the Land Use Plan proposes a well designed, transit-oriented land use pattern that accommodates a range of housing types and a well connected transportation and active transportation network. The proposed amendment achieves a density of 67.2 residents and jobs per hectare which contributes to the achievement the Region's greenfield density target for the entire Designated Greenfield Area in the Town of Caledon.
- The proposed amendment conforms with and implements the intent of the Caledon OP to plan for the development of complete, well-designed communities that offer transportation choices and accommodate an appropriate mix of housing, jobs and access to retail and services. The proposed amendment is expected to achieve a density of 67.2 persons and jobs per hectare, which exceeds the density requirement of 42 persons and jobs per hectare required under the Official Plan.
  - Although the policies of draft Future Caledon OP are not yet in-force and effect, they represent the Town of Caledon's current vision for the Subject Lands. The proposed amendment conforms with the intent of the Designated Greenfield Areas designation in the Future Caledon OP as it provides for a mix of land uses that will meet the various needs of existing and future residents of the Mayfield West Community. The proposed amendment achieves a density of approximately 67.2 people and jobs per hectare which contributes to the achievement of the overall Designated Greenfield Area density target in the Town of Caledon of 67.5 people and jobs per hectare.
  - The proposed amendment conforms with the intent of the Mayfield West Phase 2 Secondary Plan to provide a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The proposed amendment delivers a range and mix of land uses, range and mix of housing, promotes walking, cycling and transit opportunities, maximizes water, waste and energy conservation and innovation, and ensures community connectivity and integration at all scales.

It is anticipated that the review and assessment of this application will require a collaborative approach and review with the Town. The extension of the Mayfield West Phase 2 secondary plan onto the Stage 3 lands will require additional work, public consultation and coordination with the Town and Region. Subject to this process being completed, it is our overall opinion that the amendment represents good planning, and is in the public interest.



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