



P L A N N I N G
J U S T I F I C A T I O N
R E P O R T

12461 MCLAUGHLIN ROAD
TOWN OF CALEDON

JULY 2023
FILE #9600-2

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1. INTRODUCTION

1.1 PURPOSE OF THE REPORT

Weston Consulting is the planning agent for Shanontown Developments Inc. ("Shanontown"), the legal owner of the land municipally known as 12461 McLaughlin Road, in the Town of Caledon, which will herein be referred to as the "subject property" or "Shanontown land(s)".

This report has been prepared in support of an Official Plan Amendment ("OPA") application which seeks an amendment to the cost sharing policies of the Town of Caledon's Mayfield West Phase 2 Secondary Plan, in order to facilitate draft approval of a pending Draft Plan of Subdivision application for the Shanontown lands. Pending development applications previously filed and currently under review by the town facilitate the construction of a subdivision containing 673 residential units comprised of a mix of residential dwelling typologies, 26 separate blocks, and various public amenities. The proposed built form includes single detached home dwellings, semi-detached dwellings, street and laneway townhouses, as well as a future residential high-density block (the "Proposal"). These unit typologies seek to create a mixture of conventional urban living, while also fostering a complete transit-oriented community within the Town of Caledon.

The Proposal features public squares and parks which provide ample opportunities for outdoor recreation, relaxation, and socializing. The green spaces are designed to complement the surrounding area and encourage a healthy, active lifestyle. The future conveyance of two blocks (Block H and I) will preserve woodlot and wetland features, ensuring the protection of the natural habitats and biodiversity in the immediate and surrounding area.

The purpose of this report is to outline the nature of the proposed amendment to the Town's Mayfield West Phase 2 Secondary Plan. The planning analysis has been completed in the context of the appropriate hierarchy of applicable land use planning policies and regulations, including the Planning Act, as amended (1990), Provincial Policy Statement (2020), Growth Plan (2020), the Region of Peel Official Plan (2022), the Town Official Plan (2018), and Town Zoning By-law 2006-50. The proposed OPA is supported by planning analysis and justification as well as by the technical materials submitted in support of this application.

This report clearly articulates why the OPA represents good planning and should be approved.



2. SITE DESCRIPTION AND CONTEXT

2.1 DESCRIPTION OF SUBJECT PROPERTY

The subject property is municipally described as 12461 McLaughlin Road, in the Town. The subject property is generally rectangular in shape and located within the northeast quadrant of Mayfield Road and McLaughlin Road. The Phase 1 Shanontown lands possess an approximate lot area of 30.74 hectares (75.96 acres) and a frontage along McLaughlin Road of 322 metres.

The subject property is bisected by the Orangeville Brampton Railway, which runs north/south through the lands. On the eastern portion of the rail corridor the subject property is approximately 29.69 hectares (73.37 acres) in size and on the western portion the property is 26.53 hectares (65.58 acres). This combined land area for the proposed development is 56.22 hectares (138.95 acres) – which captures both the ‘Phase 1’ and ‘Phase 2’ portions of the Shanontown lands. The subject property has a total frontage along McLaughlin Road of approximately 782.63 metres.

The northern portion of the subject property, further north of the Phase 2 areas identified on the pending Draft Plan of Subdivision application, abuts the Etobicoke Creek, Etobicoke Creek is subject to environmental regulations by the Toronto and Region Conservation Authority, and is protected by the policies of the Greenbelt Plan. These include established flood lines and environmental buffers ensuring the long-term protection and preservation of the surrounding ecosystem. No development is proposed in this portion of the subject property.

The subject property is presently comprised of unoccupied and vacant agricultural land, save and except for a small 2-storey single-detached dwelling situated near the McLaughlin Road frontage. In addition, two existing residential properties contain single family dwellings along McLaughlin Road; these two properties are holdout lands and are not under the ownership of Shanontown.



Figure 1: Aerial Photo

Legal Description:

PART LOT 19 AND 20, CONCESSION 1 WEST OF HURONTARIO STREET (CHING) BEING PART 2, 43R37076; SAVE AND EXCEPT PART 7 EXPROPRIATION PLAN PR4119020 SUBJECT TO AN EASEMENT IN GROSS OVER PART 11, EXPROPRIATION PLAN AS IN PR4119020 TOWN OF CALEDON

PART LOTS 19 AND 20, CONCESSION 1 WEST OF HURONTARIO STREET (CHING) SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 8, 9 AND 10, EXPROPRIATION PLAN AS IN PR4119020 TOWN OF CALEDON

Table 1: Surrounding Land Uses

Surrounding Land Uses	
North	Immediately north and adjacent to the subject property is land predominantly used for agriculture. In addition there is a Christian school (Brampton Christian School) that serves pre-school, elementary and secondary school students. Running north of the land is the Etobicoke Creek, which also passes through the western portion of the subject property.
South	To the south of the subject property is a residential subdivision containing single-detached dwellings and live-work units. At the intersection of Hurontario Street and Mayfield Road is a mix of commercial, institutional, retail, and residential uses, which include grocery stores, eating establishments, places of worship, and more.
East	East of the subject property are two residential subdivisions, located along the eastern side of Hurontario Street. Within the subdivisions exist various schools, development blocks and parks. Additionally, there is a small commercial/retail plaza near Kennedy Road that contains eating establishments, a grocery store, and a pre-school. There is also a community centre on the east side of Kennedy Road (Southfields Community Centre).
West	The lands west of the subject property are predominantly vacant and agricultural lands. There are newly constructed single-detached, small-scale residential dwellings on the west side of McLaughlin Road. Within these dwellings, there are a total of two live-work units, which hold a Tax Service (Epic Taxation and Bookkeeping) and a Real Estate Office (Make My Nest Real Estate Team).

2.2 SURROUNDING LAND USES

The subject property is located within the Mayfield West Phase 2 Secondary Plan Area and is designated as a Greenfield Area in the Town Official Plan. This area has been master planned to establish specific land use designations and policies intended to foster the creation of a mixed-use, transit orientated community. Key features of the community include the extension of street networks, the provision of parks, schools, and trail connections, as well as the efficient utilization of servicing infrastructure and land consumption. The subject property is currently surrounded by the following various land uses, as outlined below:

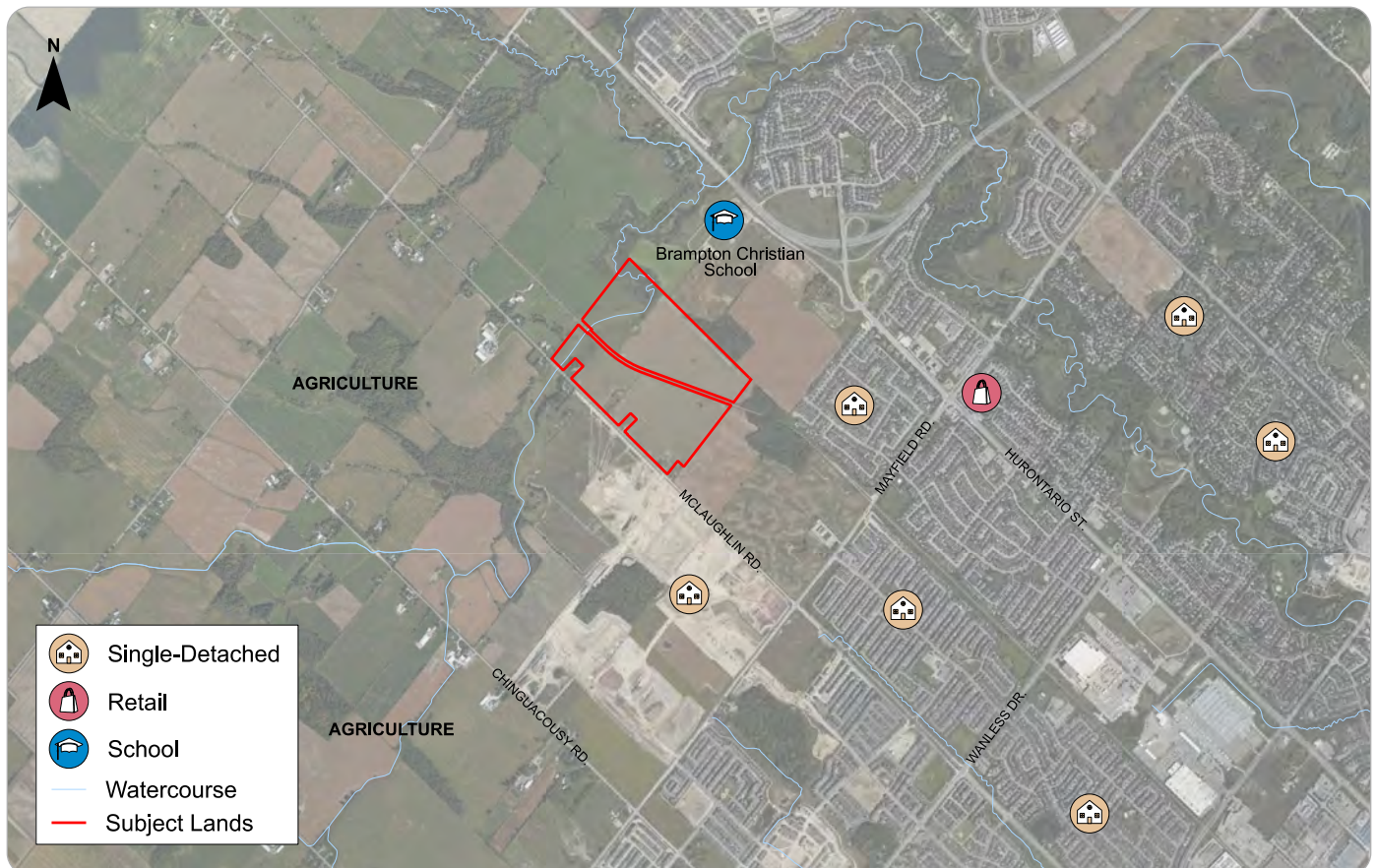


Figure 2: Context Map

2.3 TRANSIT AND TRANSPORTATION

Road Network

The subject property is served by local municipal transportation options with direct access to two major municipal roads and public transportation options. According to Schedule K and Schedule J of the Town Official Plan, McLaughlin Road is designated as a "Collector" road, with a right-of-way width of 26 metres. Mayfield Road, which provides east and west access near the subject property, is designated as a "High-Capacity Arterial" road, with a right-of-way width of 50 metres. Additionally, the subject property is approximately 1.2 kilometers from Regional Highway 410 which provides cross-regional access across the Greater Toronto Area.

The subject property is also located near the planned Highway 413 extension, which will span from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west. The current preferred route will see access in the vicinity of Mayfield Road and Dixie Road, approximately 5.5 kilometers from the subject property. This future highway corridor will connect the regions of York, Peel, and Halton and provide the development lands with access to additional municipal and cross-regional corridors.

Public Transportation

The subject property is near the Van Kirk bus transit line (Route 24), accessible by three separate transit stops (identified in the table below). These stops are all located within 1.5 kilometers of the subject property, as identified on the Mayfield West Brampton Transit systems map. This transit line provides north and south connectivity and provides connection to the larger public transportation network across the Town and the Region of Peel.

Table 2: Nearby Transit Stops

Stop Number	Stop Location	Distance to Subject Property
3626	Van Kirk Drive and Mayfield Road (south)	1.0 km
4259	Van Kirk Drive and Whitepoppy Drive (north)	1.2 km
3514	Van Kirk Drive and Begonia Crescent (north)	1.2 km

In addition, a future transit hub is to be located within the Mayfield West Phase 2 Secondary Plan Area, east of the subject property. The eastern portion of the subject property is also located within proximity of the Town's Mayfield West planned Major Transit Station Area, identified as 'Hub 2', in the Region of Peel Official Plan Schedule E-5 (November 2022 Consolidation).

Within the Region of Peel, planned MTSA's require further study and assessment prior to being officially delineated.

2.4 SURROUNDING DEVELOPMENT APPLICATIONS AND APPROVALS

Due to the nature of the Mayfield West Phase 2 master planned community and expanding greenfield development in the Town, the subject property is located near many pending development applications.

The table below shows the development applications listed on the Town 'Current Development Applications' online portal as of May 2, 2023:

Table 3: Surrounding Developments

Municipal Address	Application Type	Details	Status
12290 Hutchison Farm Lane	Zoning By-Law Amendment: RZ 17-11 And Plan of Subdivision: 21T-17007C	The Zoning By-law Amendment proposes to amend the zoning of the property from Agricultural (A1) to Mixed Density Residential Exception AAA (RMD-AAA), Institutional (I), Commercial Exception BBB (C-BBB), Environmental Policy Area 1 (EPA1) and Open Space (OS) to permit the proposed development. The proposed development proposes 552 residential dwelling units comprised of single-detached dwellings and townhouse dwellings. In addition, the Plan of Subdivision proposes to create a commercial block, transit hub, institutional facility, stormwater management facility block, as well as various blocks for environmental protection (woodlot, wetlands and buffer areas) and open space (park and greenland corridor) purposes.	Zoning By-law Passed June 28, 2022 Grading is occurring on site.
0 McLaughlin Road, west of McLaughlin Road and north of Mayfield Road.	Plan of Subdivision: 21T-20005C	The proposed development proposes to establish a plan of subdivision on the subject lands of 393 residential units consisting of 316 single detached dwellings, 27 townhouse dwellings and 50 rear-lane townhouse dwellings, together with new roads, community park block, elementary school block, stormwater management pond block, environmental block, buffer block and walkway blocks.	Materials in Circulation for comment
2068 Mayfield Road	Plan of Subdivision: 21T-21003C	The development proposal contemplates the construction of 551 residential units in various built forms; with a mixture of single-detached dwellings, semi-detached dwellings, rear-lane townhouses and townhouses. The proposal also includes the construction of a mixed-use block at the intersection of Chinguacousy Road and Mayfield Road, along with a Stormwater Management Pond along Mayfield Road.	Materials in Circulation for comment

2256 Mayfield Road	<p>Zoning By-Law Amendment: RZ 16-13</p> <p>And</p> <p>Plan of Subdivision: 21T-16008C</p>	<p>The Zoning By-law Amendment proposes to amend the zoning of the property from rezone the lands from Agricultural (A1) to Residential Two Exception 614 (R2-614), Environmental Policy Area 1 (EPA1), Environmental Policy Area 1 Exception 405 (EPA1-405) and Open Space (OS) to implement the proposed development. The site-specific zones (R2-614 and EPA1-404) contain specific use and zone provisions applicable to the proposed development in these zones.</p> <p>The proposed development proposes 199 single detached dwellings, a 4.58 ha (11.31 ac) environmental block to protect the woodlot on the northeast corner of the property, a 0.55 ha (1.11 ac) park block, a 1.32 ha (3.26 ac) stormwater management block, a greenway corridor adjacent to the Orangeville-Brampton railway, a buffer block along Mayfield Road, a road widening and 0.3 m reserve.</p>	<p>The subdivision was draft approved on January 14, 2020.</p> <p>Grading occurring on site.</p>
12891 Hurontario Street, 3191, 3201, 3431, 3441, 3521 Old School Road, 12909, 12895 Kennedy Road	Official Plan Amendment: POPA 21-9	The Official Plan Amendment seeks to expand the Mayfield West Settlement Boundary. It would also change the designation of the subject lands from Prime Agricultural Area and Environmental Policy Area to the following land use designations in the Mayfield West Secondary Plan: Residential Area, Mixed High/Medium Density Residential, Institutional, Open Space Policy Area, Gateway Feature and Conceptual Road Network.	Materials in Circulation for comment
12529 Chinguacousy Road	Plan of Subdivision: 21T-20004C	214 residential units consisting of 74 single detached dwellings, 88 townhouse dwellings and 54 rear-lane townhouse dwellings, together with new roads, two environmental blocks, buffer blocks, open space blocks and servicing blocks.	Materials in Circulation for comment
12259 Chinguacousy Road	Plan of Subdivision 21T-20006C	Plan of subdivision of 360 residential units consisting of 340 single detached dwellings, 16 rear lane townhouse dwellings and 6 back-to-back townhouse dwellings, together with new roads, an environmental block, greenway corridor, neighbourhood park, and two affordable housing blocks.	Draft Approved
2650 Mayfield Road	Plan of Subdivision 21T-16008C	Residential plan of subdivision with 197 single detached units, a woodlot, park, stormwater management pond and greenway corridor	Draft Approved
3728 Mayfield Road	Official Plan Amendment 2021-0010	The community will consist of a mixture of residential (low, medium and high density), park, open space and commercial uses along with an internal road network.	Materials circulated for comment

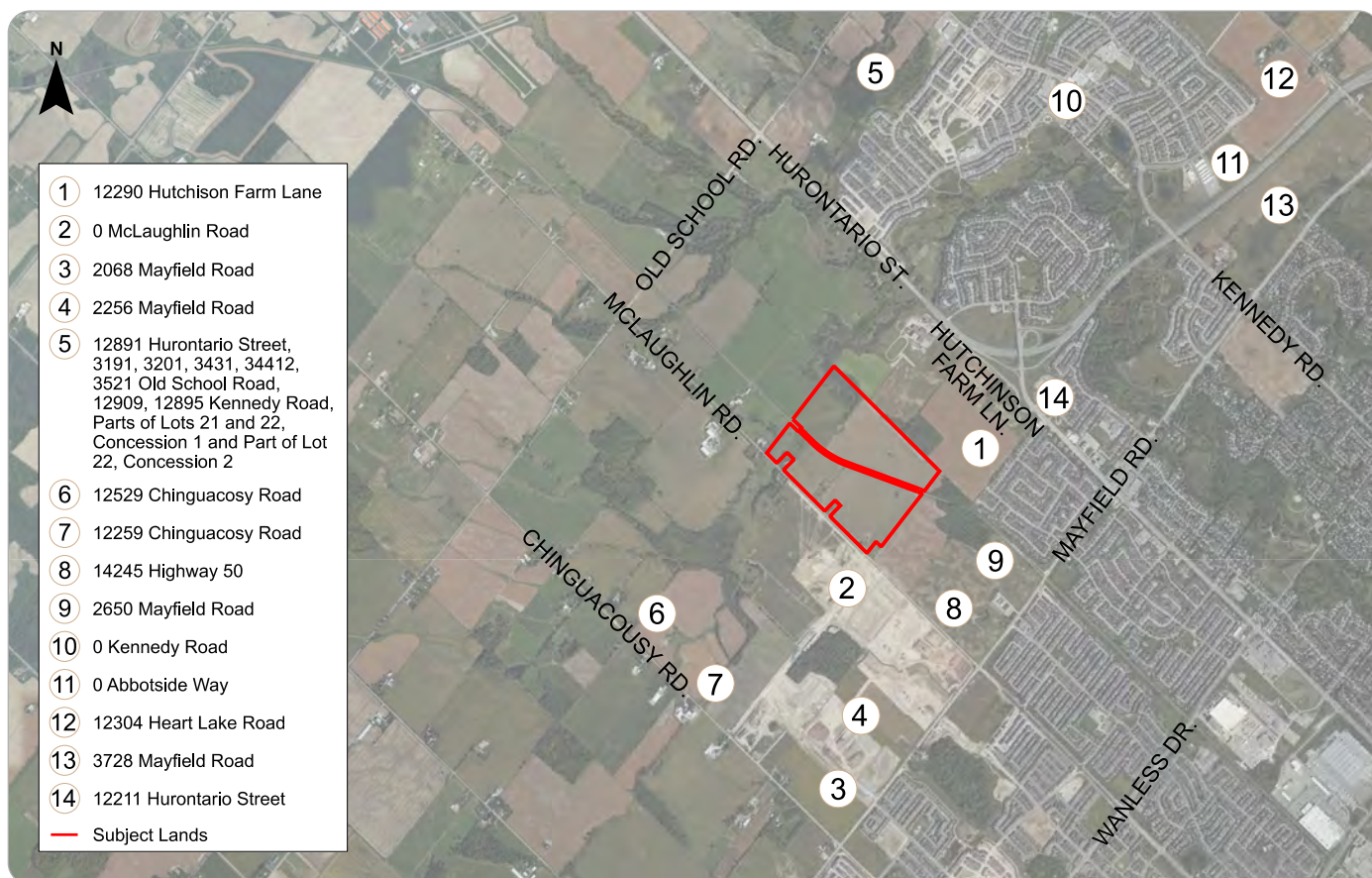


Figure 3: Surrounding Development Applications Map



3. PROPOSED DEVELOPMENT

3.1 PLANNING APPLICATION HISTORY

The subject property is currently subject to pending development applications under the Planning Act. A Draft Plan of Subdivision application (File #21T-17008) and a Zoning By-law Amendment application (File #RZ 17-13) were submitted in December of 2017. These applications support a planned development of 677 residential dwelling units, comprised of 104 detached dwellings, 164 semi-detached dwellings, 100 on-street townhouse dwellings, 137 rear-laneway townhouse dwellings and a high-density residential block containing approximately 172 apartment dwelling units (the "Proposal"). The Zoning By-law Amendment application seeks to rezone the subject property from Agricultural (A1) to Mixed Density Residential with exceptions (RMD-X), Village Core Commercial with exceptions (CCV-X), Environmental Policy Area 1 Exception 405 (EPA1-405), Environmental Policy Area 1 (EPA1) and Open Space (OS).

Most recently, a third submission was submitted in October 2019, which addresses staff comments. The latest Draft Plan of Subdivision proposed a reduction of residential dwellings, down to a total of 673 units, in addition to 10.5 units within reserve blocks B, C, and D. At this time Shanontown currently awaits issuance of both draft Plan of Subdivision and Zoning By-law Amendment approvals.

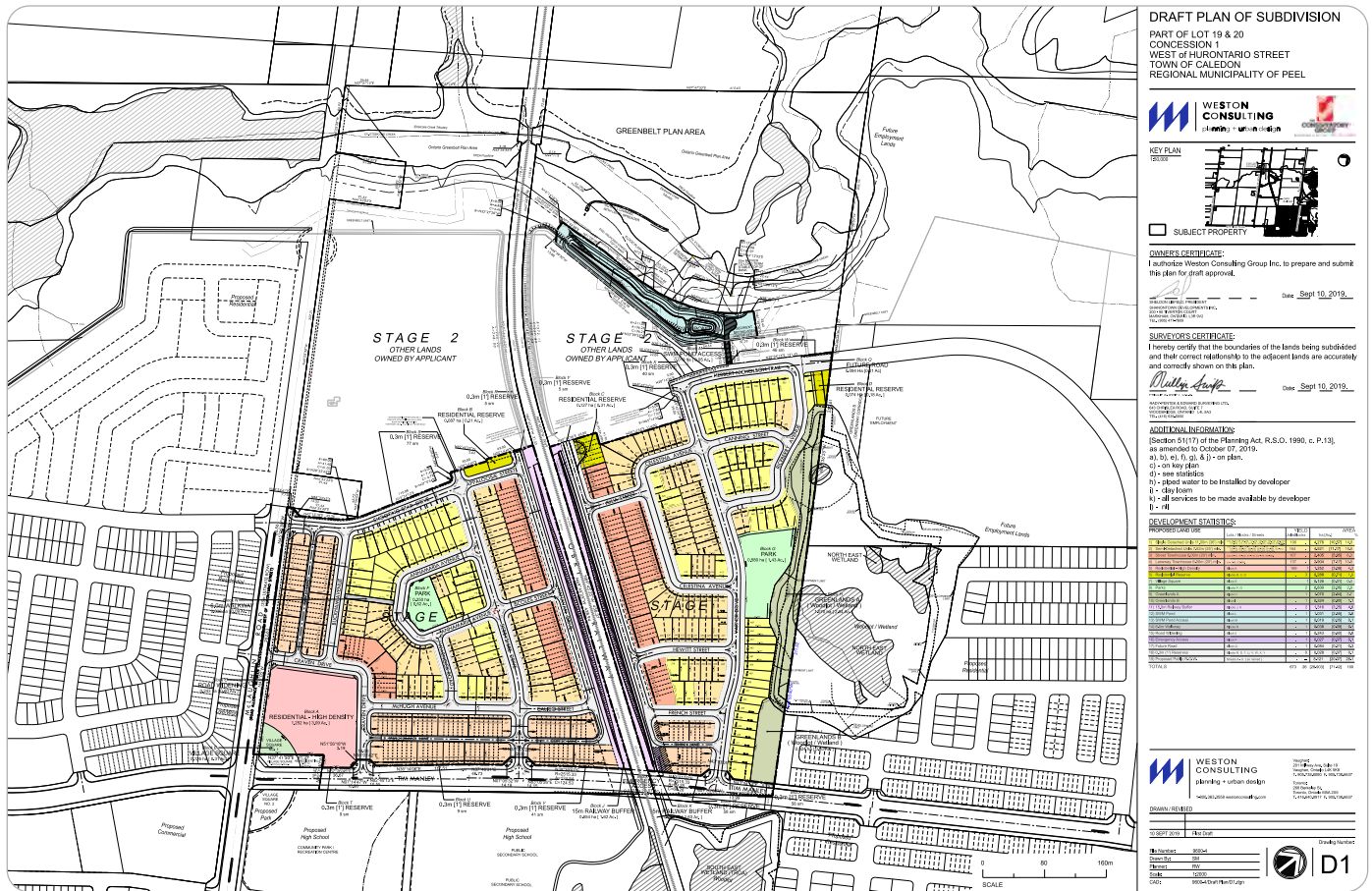
Materials that have been provided in previous submissions, have been largely relied upon and used to inform this OPA application submission, including the Planning Justification Report prepared by PMG Planning Consultants, December 2017, submitted in support of the pending draft plan of subdivision and zoning by-law applications.

3.2 DESCRIPTION OF DEVELOPMENT PROPOSAL

The following description should be reviewed in conjunction with the Draft Plan of Subdivision that was prepared by Weston Consulting on September 10, 2019 (Figure 4). The proposed development is bounded by the future spine road (Tim Manley Avenue) to the south, McLaughlin Road to the west, the Greenbelt lands to the north, and vacant agricultural lands to the east. The following is a description of the Proposal:

- The draft plan now proposes a combination of lots and blocks to accommodate 673 dwellings, comprise of:
 - 106 single-detached Units (interior lots at 11.0 m frontage/unit);
 - 154 semi-detached Units (interior lots at 7.62 m frontage);
 - 107 street townhouses (interior lots at 6.0 m frontage);
 - 137 laneway townhouses (interior lots at 6.0 m frontage);
 - One block (Block E) for a village square;
 - Two blocks (Block F & G) for public parks;
 - Two blocks (Blocks H & I) for greenland dedication;
 - Two blocks (Blocks J & K) dedicated for a 15.0 m railway corridor buffer;
 - Two blocks (Blocks L & M) for storm water pond and pond access;
 - One block (Block N) dedicated to 6.0 m pedestrian walkways;
 - Road widening (15.0 m) to be conveyed on Block O;
 - One block (Block P) for emergency vehicle access;
 - One block (Block Q) for a future road; and
 - 0.3 m (1') reserves on eight blocks;

The Proposal will be accessible by three new public roads connecting to McLaughlin Road and a future public road extending to the east (Herbert Nicholson Trail). The public roads with access onto McLaughlin Road are identified (from north to south) as, Shooting Star Drive, Craven Drive, and Tim Manley Avenue.



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4. DESCRIPTION OF PLANNING APPLICATIONS

4.1 OFFICIAL PLAN AMENDMENT

The subject property is split designated with varying land use designations, including Prime Agricultural Area, Environmental Policy Area, Low Density Residential, Medium Density Residential, High Density Residential, Open Space Policy Area and Stormwater Management Pond Facilities. The OPA proposes no changes to the land use designations which govern the subject property. Rather the OPA application seeks permission to amend the language of Mayfield West Phase 2 Secondary Plan policy 7.14.4.8.4 which states that *“prior to draft approval... or any approval under the planning act, the Plan Area landowners Cost Sharing Group Trustee shall provide the town, in writing that the owner of such lands is in good standing with the Plan Areas Landowners Cost Sharing Group”*.

In support of this OPA, it is our opinion that satisfactory arrangements can be made within existing Planning Act, as a means of making satisfactory arrangements in lieu of the proponent entering into a group cost sharing agreement, prior to a draft approval, including conditions of draft approval pursuant to Section 51 of the Planning Act. An amendment to the Town's Official Plan is requested to modify current cost-sharing policies. It is our opinion that Shanontown can make satisfactory arrangements directly with the Town to secure its financial obligations for specific hard infrastructure works completed external to the subject property, all subject to and consistent with the applicable provisions of the Planning Act. The mechanism by which these specific external works and their financial obligations can be identified would be within an executed subdivision agreement to the satisfaction of the Town. These means of securing financial obligations is appropriate and is commonly adopted in various other municipalities across the Province of Ontario and do not require the owners enter into cost sharing agreement with other parties.



5. SUPPORTING MATERIALS

In support of this OPA, the following reports/studies were prepared:

Table 4: Primary Studies Completed in Support of the Applications

Consultant	Reporting / Materials Prepared
Dillion Consulting	Environmental Impact Study
The Tree Specialist Inc.	Arborist Report
Archeological Services Inc.	Archeological Assessments
David Schaeffers Engineering Ltd.	Functional Servicing & Stormwater Management Report
LEA Consulting	Transportation Cost Sharing Letter

5.1 ENVIRONMENTAL IMPACT STUDY

The Environmental Impact Study was prepared by Dillon Consulting in November 2017. The purpose of this study was to assess the natural features and their functionality on the subject property, while considering provincial, regional, and municipal guiding policies and studies.

It was determined through this study that the development is proposed on agricultural lands which are adjacent to sensitive natural features. As such, it is recommended that the development activities for the study area be registered as per Section 23.6 of O.Reg. 242/08 under the ESA, 2007. It is also recommended that an Information Gathering Form (IGF) be completed and submitted to the MNRF once the Landowners Group Framework Plan has been approved by the planning authority to initiate consultation regarding additional ESA permitting requirements.

Moreover, in accordance with the key management strategies outlined in the Natural Heritage System (NHS) objectives of the Mayfield West Phase 2 Community, the proposed development plan for the Shanontown study area includes protection, restoration and enhancement of the NHS in conformity with the Provincial Policy Statement, Region of Peel Official Plan, Town Official Plan, and the Greenbelt Plan.

The Environmental Impact Study prepared by Dillon Consulting provides mitigation measures and best practice techniques designed to avoid or minimize potential impacts during and post construction. These include vegetated setbacks from natural features, an Erosion and Sediment Control Plan plan in order to prevent sedimentation and associated degradation of natural features, and landscape and restoration plantings plans which will be developed during the detailed design process in order to facilitate ecological connectivity between natural features surrounding the proposed development.

The creation of vegetated setbacks to natural features will reduce the risk of direct and indirect impacts, preserving the natural features, function and ecological sensitivities. The plans for functional servicing and integrated SWM indicate that existing surface water flows will match expected post-development conditions. Similarly, LID design techniques planned for the development will maintain pre-construction infiltration rates, groundwater recharge and water balance on the subject property at an acceptable level, and as such, the groundwater inputs directed towards the Etobicoke Creek Headwater PSW Complex and Etobicoke Creek will be maintained. Moreover, landscape and restoration planting plans will be developed during the detailed design process to facilitate ecological connectivity between the natural features southeast and north-east of the study area and Etobicoke Creek.

Based on the findings of the Environmental Impact Study, the potential environmental impacts in the study area can be avoided and/or mitigated in their entirety, in conformity with Section 7.14.16.1 with respect to the natural heritage system in the Mayfield West Secondary Plan Area. The mitigation measures and best practices outlined in the study are designed to avoid the potential impacts of the Proposal during, and post-construction.

5.2 ARBORIST REPORT

The Arborist Report was prepared by The Tree Specialist Inc. on October 17, 2017, and revised November 29, 2017. The report provides a tree preservation plan, along with recommendations, concerning all regulated trees impacted by the Proposal.

The report provided the following measures in order to protect and mitigate the existing trees within the subject property:

- In order to provide proper mitigative measures to prevent damage within the tree protection zone (TPZ) the following actions are required;
 - Install a hoarding fence in the effected areas;
 - When visibility is a consideration, a 1.2-metre-high orange plastic web snow fence shall be installed;
 - No fill, equipment or suppose are to be stored within the TPZ;
 - Activites which are likely to injure or destroy tree(s), are not permitted within the TPZ;
 - No objects may be attached to the trees in the TPZ; and
 - Tree protection barriers are to be erected prior to the commencement of any construction or grading activities on the site and are to remain in place in good condition throughout the entire duration of the project.
- Where possible, hand dig areas closest to each tree to prevent any unnecessary tearing or pulling of roots. Removal of roots that are greater than 2.5 centimetres in diameter or roots that are injured or diseased should be performed as follows:
 - Preserve the root bark ridge (similar in structure to the branch bark ridge). Directional Root Pruning (DRP) is the recommended technique and should be used during hand excavation around tree roots;
 - All roots needing to be pruned or removed shall be cut cleanly with sharp hand tools, by a Certified Arborist or by the PCA; and
 - No wound dressings/pruning paint shall be used to cover the ends of each cut.
- A maintenance program will be established through all phases of development, including up to two years post-development:
 - Pre-Construction: Prune trees to remove deadwood and objectionable limbs while maintaining crown form;
 - During-Construction: Irrigate tree preservation zones during drought conditions, June – September, to reduce drought stress and inspect the site every month to ensure that all hoarding is in place and in good condition. Inspect the trees to monitor condition; and
 - Post-Construction: Inspect the trees two times per year – May and September – to monitor condition for a minimum of 2 additional years.
- Any landscaping completed within the tree preservation zones, after construction is finished and hoarding has been removed, cannot cause damage to any of the trees or their roots.
 - No grade changes are permitted which include adding and/or removing soil;
 - No excavation is permitted that can cause damage to the roots of the tree;
 - No heavy equipment can be used to compact the soil within the tree preservation zone;
 - Any hard -surface sidewalks, paths, etc. should be constructed using permeable products such as interlocking stone, etc.

It is the opinion and recommendation of the project Arborist that that if the above tree preservation recommendations are implemented, proposed construction will not adversely affect the long-term health, safety and/or existing condition of any tree scheduled for preservation.

5.3 ARCHAEOLOGICAL ASSESSMENTS, STAGES 1-4

Stage 1 and 2 Archaeological Assessment

Archaeologically Services Inc. (ASI) prepared Stage 1 and Stage 2 Archaeological Assessments on April 19, 2018, and a subsequent report on August 13, 2020. The purposes of the Stage 1 and Stage 2 Assessments is to consider and evaluate the proximity of previously registered archaeological sites, the original environmental setting and the development history of the property, as well as to conduct pedestrian surveys, which involve a systematic examination of an area on foot to identify and document any archaeological artifacts, features, or other evidence of past human activity. While no archaeological sites were identified to be registered within the limits of the subject property, the assessment evaluated eleven sites that are located within one kilometer of the subject property. Through the findings of the assessment, the following recommendations were provided:

- Historical components on three (3) of the identified sites (AkGx-697, AkGx-698, and AkGx-699) represented an archaeological resource where the level of cultural heritage value will result in a recommendation to proceed to Stage 4 mitigation. Therefore, it was recommended that the site be subject to a Stage 3 Assessment in order to identify the character, extent, and significance of the archaeological deposits.

Stage 3 Archaeological Assessment

A Stage 3 Archaeological Assessment was completed by ASI on December 3, 2018, in order to determine the nature and extent of cultural deposits on the identified sites within the Stage 1-2 Assessment. Through this assessment, the following recommendations were provided for the evaluation of the sites identified as AkGx-697 (Hunter), AkGx-698 (Kelly), and AkGx-699 (P2):

- The site AkGx-697 (Hunter) meets the Ministry of Tourism, Culture, and Sport criteria of a site with cultural value or interest. As such, the recommended Stage 4 protocol is the hand-excavation of additional one-metre square units around the high-yielding deposits.
- The site AkGx-698 (Kelly) meets the Ministry of Tourism, Culture, and Sport criteria of a site with cultural value or interest. As such, the recommended Stage 4 protocol is the hand-excavation of additional one-metre square units around the high-yielding deposits.
- The site AkGx-699 (P2) does not meet the Ministry of Tourism, Culture, and Sport criteria of a site with cultural value or interest and therefore may be considered free of further archaeological concern.

Stage 4 Archaeological Assessment

Two Stage 4 Archaeological Assessments were completed by ASI on February 1, 2021, and April 1, 2021, which looked at both the AkGx-697 (Hunter) and AkGx-698 (Kelly) sites. The following recommendations and conclusions were provided:

- It was concluded that after hand and mechanical excavation, and the recovery of 42,529 historical artifacts and six (6) pre-contact Indigenous lithic artifacts, the AkGx-697 (Hunter) site requires no further assessment because there is no further cultural heritage value or interest.
- It was concluded that after an archaeological excavation of the AkGx-698 (Kelly) site, thorough and valuable information about domestic material culture has been discovered that broadens the understanding of the economic and social development of the times. The Kelly site data has been preserved in field notes and conserved artifacts. As such, the site has been completed excavated and no further assessment is required because there is no further cultural heritage value or interest.

After completing the above-mentioned archaeological assessments, ASI submitted them to the Ministry of Tourism, Culture, and Sport Ontario, to obtain the necessary signoffs. At the time of the preparation of this report the following sign offs have been issued:

- Stage 1 and 2 Archaeological Assessment, Phase 1 Lands – Sign off provided by the Ministry on June 1, 2018;
- Stage 3 Site-Specific Assessment of the Hunter (AkGx-697) and P2 (AkGx-699) Sites – Sign off provided by the Ministry on October 3, 2018; and
- Stage 3 Site-Specific Assessment of the Kelly Site (AkGx-698) Site – Sign off provided by the Ministry on December 6, 2018

The archaeological assessments conducted by ASI provide a comprehensive investigation of the archaeological aspects pertaining to the subject property and its surrounding area. These assessments demonstrate a thorough understanding and analysis of the developmental's implications from an archaeological standpoint. ASI has successfully obtained the required signoffs from the Ministry of Tourism, Culture, and Sport Ontario, indicating their satisfaction with the fieldwork and reporting. As stated by the Ministry, these assessments comply with the Ministry's 2011 Standards and Guidelines for consultant archaeologists as well as the terms and conditions outlined for archaeological licenses.

5.4 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

The Functional Servicing and Stormwater Management Report was prepared by David Schaeffer Engineering Ltd. on May 29, 2023. The report outlines the functional servicing and stormwater management requirements for the subject property and also outlines the extent of Shanontown's shared services. The report provided the following conclusions:

- The water distribution system within the Shanontown subdivision will be sized to meet the pressures and flows in accordance with the Region of Peel criteria. The system will be looped internally to provide system security. The watermain analyses, sizing and need for pressure reducing valves will be provided at the detailed design stage.
- The subject site will be serviced by a network of local gravity sewers designed in accordance with Region of Peel criteria. The local sewers will release into the proposed trunk sewer extension within Tim Manley Avenue.
- The 600 mm trunk extension along the Tim Manley Avenue to McLaughlin Road has been designed to include the flows from the Shanontown Subdivision, as per the Community FSR, and ultimately discharge to the existing 750 mm sewer on Edenbrook Hill Drive.
- All drainage from the subject property will be directed to a stormwater management facility (Pond 3, Pond 8, or Pond 9), where the runoff will be treated for water quality, erosion, and quantity control.
- Should the major system flow exceed the conveyance capacity of any given road, the storm sewer will be sized to accommodate the flows in excess of the road capacity. The subject property is located at the high point of subwatershed divides and does not convey any drainage from external lands.
- Pond 7 and Pond 8 are located adjacent to the creek valley and will be designed with an emergency overflow route in the event of control structure blockage or flows in excess of the 100-year storm event.
- The following Low-Impact-Development (LID) strategies were recommended for use on the subject property:
 - Increase topsoil depth on lots and pond blocks;
 - Roof leaders disconnected and discharging to previous surface;
 - Swales where feasible in greenland areas, parks, downstream of stormwater management outfalls, adjacent to rear lots located within buffers, overland flow easements, and private side yard / rear yard swales; and
 - Infiltration facilities that will be constructed below grade and designed with emergency overflow spillway to the storm sewer system to prevent saturation of the infiltration trench.

The report opined on elements of shared services, as they relate to the Shanontown lands and others within the Mayfield West Phase 2 Secondary Plan area. This shared services review includes commentary on the extent to which hard services to the lands are directly tributary to matters such as storm sewers, sanitary sewers and stormwater management facilities. Below is a breakdown of the findings as they relate to shared services:

1. Services Constructed for External Lands:

The subject property is located at the high point of subwatershed divides and does not convey a significant amount of drainage from external lands. A portion of McLaughlin Road has been accommodated within Pond 7 and is eligible for compensation. No other services are proposed to be constructed for the benefit of external lands.

2. Oversized Storm Sewers:

The southern portion of the subject property drains southerly to stormwater management facilities located on external lands.

As such, downstream storm sewers must be oversized to accommodate drainage from Shanontown and provide conveyance to the treatment facility and receiving watercourse. This includes the following storm sewer segments:

- McLaughlin Road (to Pond 2);
- Community Park (Furbacher lands) and A-Major Homes (to Pond 3); and
- Tim Manley Avenue and Caledon 410 Developments (to Pond 9).

3. Oversized sanitary trunk sewers:

The Shanontown development is tributary to sanitary trunk sewer systems proposed within Tim Manley Avenue and McLaughlin Road. It is understood the trunk sewer within and downstream of McLaughlin Road is a development charge sewer as identified in the Region of Peel DC Background Study. This portion of sewer is proposed to be constructed in advance of the Shanontown lands by the Mayfield West Phase 2 Landowner Group in conjunction with the construction of Tim Manley Avenue. This includes stub connections to the Shanontown lands at Craven Drive, Derbyshire Drive, and Vapner Drive.

4. Stormwater Management Facilities:

The subject lands are tributary to five stormwater management facilities. Ponds 2, 3 and 9 are located on external lands and Shanontown is required to contribute its proportionate share of the land and construction costs. Ponds 7 and 8 are located within the Shanontown lands. Pond 7 accommodates drainage from McLaughlin Road and is entitled to compensation from the Mayfield West Phase 2 Landowner Group for the arterial road portion of drainage, while Pond 8 does not accommodate any drainage from external lands.

5. Local Service Connections:

Direct service connections to trunk sewers and watermain within Tim Manley Avenue and McLaughlin Road will not be provided by others. Shanontown will be required to install local sewers and connections at the time that development proceeds. It is not anticipated that any cost share obligations for direct local service connections will be required.

6. Shared Watermain:

Overall water supply service to the Shanontown lands is assumed to be accommodated by infrastructure funded by development charges. Should Shanontown benefit from water infrastructure deemed to be trunk service and not covered by development charges, cost should be shared on a net developable area basis.

The report concludes that, from a servicing perspective the Shanontown lands appear to be benefiting from: the oversized storm sewers, oversized sanitary trunk sewers, and external stormwater management facilities, and that satisfactory arrangement shall be made by Shanontown. The report quantifies the appropriate amount and extent of the Shanontown proportionate share of service benefits associated with Shanontown's development. Further, the report also confirms and provides a summary that stormwater management Pond 7 accommodates off-site drainage from other landowners, for which Shanontown would be entitled to compensation.

The Functional Servicing and Stormwater Management Report demonstrates the availability of water, wastewater, and storm services for the proposed subdivision in accordance with good engineering practices of Town, Region of Peel, Credit Valley Conservation Authority, Toronto Region Conservation Authority, and general industry practice.

5.5 TRANSPORTATION COST SHARING LETTER

On June 21, 2023, LEA Consulting Ltd. prepared the Transportation Cost Sharing Letter, which aimed to evaluate the transportation effects of the Shanontown Development on the surrounding road network. This evaluation was conducted through a Transportation Impact Study (TIS) carried out in September 2017. In addition to the TIS, a Transportation Master Plan (TMP) was conducted and relied on for this letter, which was completed by Paradigm Transportation Solutions Limited in November 2019 to assess the overall transportation impacts of the entire Mayfield West Development (referred to as the “2018 TMP”).

LEA conducted a review of the site trips projected in the 2017 TIS in comparison to the future total trips projected in both the 2017 TIS and the 2018 TMP for the AM peak hour. The baseline assumptions for trip generation in both studies were examined. Although there were minor differences in the residential unit statistics between the two studies, the overall number of forecasted trips was similar. Through LEA's review, the following recommended improvements were posed:

- **Hurontario Street at Mayfield Road:** It was recommended that three (3) through lanes and a single exclusive right- and left-turn lane is provided for the westbound approach.
- **Robertson Drive at Mayfield Road:** It was recommended that signal timing plans are optimized during the AM peak hour.
- **McLaughlin Road at Old School Road:** It was recommended that exclusive left-turn and shared-through/right-turn lanes for the eastbound and westbound approaches are provided. Additionally, a two-way left-turn lane along McLaughlin Road is provided.
- **Tim Manley Avenue at Street “C”:** Due to low traffic volumes, this intersection operates well under unsignalized conditions; however, there is an opportunity to explore an all-way stop warrant under interim conditions.

To assess the impact of the proposed subdivision on the adjacent road network, LEA conducted a review of the site trips projected in the 2017 TIS compared to the future total trips projected in both the 2017 TIS as well as the 2031 future total trips in the 2018 TMP for the AM peak hour. The analysis focused on the percentage of site trips in relation to the overall volume at each intersection or road. The findings and summary of the results can be found in the table below:

Table 5: TIS Future Total Trips Comparison

Intersection/Road	Site Trips as Percentage of Overall Volume at Intersection/Road
McLaughlin Road at Old School Road	5% - 6%
Tim Manley Avenue at Collector Road A	8% - 14%
Hurontario Street at Mayfield Road	0% - 1%
Tim Manley Avenue between Collector Road A and McLaughlin Road	East Bound: 0% - 1% West Bound: 1%
McLaughlin Road between Old School Road and Time Manley Avenue	North Bound: 14% - 15% South Bound: 3% - 7%



6. POLICY CONTEXT

6.1 PLANNING ACT, R.S.O. 1990, C P.13

The following section outlines the applicable planning policy regime and provides an evaluation of the Proposal and OPA in the context of the existing statutory policy framework. The following statutory policies have been considered: the Provincial Policy Statement (2020); A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); the Greenbelt Plan (2017); the Peel Region Official Plan 2022; the Town of Caledon Official Plan (2018); the Town of Caledon Official Plan update; and the Town of Caledon Zoning By-law 2006-50.

The Planning Act, R.S.O. 1990, c. P.13 (the "Act"), is the primary legislation governing land use planning and development in Ontario. The Act sets out the framework for planning and provides a basis for decision-making by municipalities, planning boards, and other related bodies. The goal of the Act is to ensure that planning decisions are made in the public interest and to promote sustainable, efficient, and effective land use and development practices. The following provisions of the Act of specific importance to the subject property in the context of the proposed OPA.

In consideration of the proposed land use planning application, Section 2 of the Act must be considered as it provides the general direction for all land use planning decisions made in Ontario. Section 2 states that the Minister, the Council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to among other matters, matters of provincial interest such as,

- (a) the protection of ecological systems, including natural areas, features and functions;
- (b) the protection of the agricultural resources of the Province;
- (c) the conservation and management of natural resources and the mineral resource base;
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

The policies and direction of Section 2 of the Act inform the Provincial Policy Statement and matters of provincial interest, which supports that consistency with the PPS equates to the fulfillment of matters of provincial interest under Section 2 of the Act. The Provincial Policy Statement is given consideration in Section 6.2 of this report. In our opinion the Proposal and OPA has regard for matters of provincial interest.

Section 51 (24) – Plan of Subdivision Approvals

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- (a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- (b) *whether the proposed subdivision is premature or in the public interest;*
- (c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- (d) *the suitability of the land for the purposes for which it is to be subdivided;*
 - (d.1) *if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- (e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- (f) *the dimensions and shapes of the proposed lots;*
- (g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- (h) *conservation of natural resources and flood control;*
- (i) *the adequacy of utilities and municipal services;*
- (j) *the adequacy of school sites;*
- (k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- (l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The tests and regard for Section 51 (24) described in the Planning Justification Report prepared in December 2017, by PMG Planning Consultants, as included in Appendix I still remain relevant.

Section 51(25) – Plan of Subdivision Conditions:

The approval authority may impose such conditions to the approval of a plan of subdivision as in the opinion of the approval authority are reasonable, having regard to the nature of the development proposed for the subdivision, including a requirement,

- (a) that land be dedicated or other requirements met for park or other public recreational purposes under section 51.1;*
- (b) that such highways, including pedestrian pathways, bicycle pathways and public transit rights of way, be dedicated as the approval authority considers necessary;*
- (b.1) that such land be dedicated for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the approval authority considers necessary;*
- (c) when the proposed subdivision abuts on an existing highway, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the highway to such width as the approval authority considers necessary;*
- (d) that the owner of the land proposed to be*

subdivided enter into one or more agreements with a municipality, or where the land is in territory without municipal organization, with any minister of the Crown in right of Ontario or planning board dealing with such matters as the approval authority may consider necessary, including the provision of municipal or other services; and

- (e) in the case of an application for approval of a description or an amendment to a description, as referred to in subsection 9 (2) of the Condominium Act, 1998, if the condominium will contain affordable housing units and if a shared facilities agreement will be entered into with respect to the condominium, whether under section 21.1 of that Act or otherwise, that the shared facilities agreement be satisfactory to the approval authority. 1994, c. 23, s. 30; 2005, c. 26, Sched. B, s. 1; 2006, c. 23, s. 22 (5); 2016, c. 25, Sched. 4, s. 8 (3).*

Section 51(25) of the Act sets out the parameters by which the approval authority may impose conditions of draft plan approval directly relating to matters of parkland, pedestrian/ bicycle pathway right-of-way infrastructure, road widenings, and provisions of municipal servicing or other services. The items referenced in Section 51(24) of the Act represent matters that can typically be addressed and implemented by way of Draft Plan of Subdivision conditions of approval pursuant to Section 51(24) and 51(26) of the Planning Act.

Section 51(26) – Plan of Subdivision Agreements:

A municipality or approval authority or both, may enter into agreements imposed as a condition to the approval of a plan of subdivision and the agreements may be registered against the land to which it applies and the municipality or the approval authority, as the case may be, is entitled to enforce the provisions of it against the owner and, subject to the Registry Act and the Land Titles Act, any and all subsequent owners of the land. 1994, c. 23, s. 30.

Section 51(26) of the Act enables the approval authority to impose conditions of approval which relate to agreements tied to the Draft Plan of Subdivision. These agreements range from municipal servicing to easements on title. The municipality is entitled to enforce such measures as a means of ensuring orderly development of lands.

Section 51.1 - Parkland

- (1) *The approval authority may impose as a condition to the approval of a plan of subdivision that land in an amount not exceeding, in the case of a subdivision proposed for commercial or industrial purposes, 2 per cent and in all other cases 5 per cent of the land included in the plan shall be conveyed to the local municipality for park or other public recreational purposes or, if the land is not in a municipality, shall be dedicated for park or other public recreational purposes. 1994, c. 23, s. 31.*
- (2) *If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and if the municipality in which the land is located has a by-law in effect under section 42 that provides for the alternative requirement authorized by subsection 42 (3), the municipality, in the case of a subdivision proposed for residential purposes, may, in lieu of such conveyance, require that land included in the plan be conveyed to the municipality for park or other public recreational purposes at a rate of one hectare for each 600 net residential units proposed or at such lesser rate as may be determined by the municipality. 2022, c. 21, Sched. 9, s. 18 (5).*
- (3) *If the approval authority has imposed a condition under subsection (1) requiring land to be conveyed to the municipality and subsection (2) does not apply, the municipality may require a payment in lieu, to the value of the land otherwise required to be conveyed. 2015, c. 26, s. 32 (2).*

- (4) *For the purpose of determining the amount of any payment required under subsection (3) or (3.1), the value of the land shall be determined as of the day before the day of the approval of the draft plan of subdivision. 1994, c. 23, s. 31; 2015, c. 26, s. 32 (3).*
- (5) *Subsections 42 (5) and (12) to (17) apply with necessary modifications to a conveyance of land or a payment of money under this section. 1994, c. 23, s. 31; 2015, c. 26, s. 32 (4); 2019, c. 9, Sched. 12, s. 15 (6).*

Section 51.1 of the Act sets out clear parameters for parkland dedications and cash-in-lieu contributions. The municipality possesses the ability to impose conditions of approval which require owners of land to provide land conveyance, cash contributions, or both for parkland purposes of parkland. The Proposal includes a park area of 0.956 hectares, corresponding to 3.3% of the development's area, which is to be appropriately secured via a draft plan condition for conveyance/cash-in-lieu contributions, as required.

Summary

The sections of the Planning Act identified above, allow the municipality implement other arrangements by which satisfactory financial obligations can be secured. It is our opinion that the Act provides the explicit ability to have satisfactory arrangements in regard to financial obligations arrangement for specific hard infrastructure works completed external to lands. The mechanisms by which these external specific works and their financial obligations can be identified within an executed subdivision agreement to the satisfaction of the Town of Caledon, which in our opinion would fulfill obligations outside of the need to execute group cost sharing agreements.

6.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (“PPS”) came into effect on May 1, 2020. It was approved under the authority of Section 3 of the Act, which requires that decisions affecting land use planning matters “shall be consistent with” the PPS, including policy direction on all matters of Provincial Interest.

The policies of the PPS are complemented by various provincial plans and municipal official plan policies. The PPS provides the overarching policy directions for land use planning throughout Ontario, and all land use planning shall have regard for, and shall be consistent with its policies.

1.0 Building Strong and Healthy Communities

Section 1 of the PPS, “Building Strong Healthy Communities” outlines policies supportive of efficient land use and development patterns and is applicable to the subject property. The policies encourage the establishment of sustainable communities and recognize that the Province’s long-term prosperity depends on land use planning that wisely manages growth and development. Intensification and the better usage of under-utilized lands are promoted throughout these policies. The below policy sections are of particular relevance to the proposed development.

Section 1.1.1

Healthy and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional*

(including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The Proposal, as expressed through the Shanontown concurrent development applications, provides for efficient and compact land use patterns that supports complete communities. The comprehensive development of the Mayfield West Stage 2 Secondary Plan Area has been designed and planned in a manner where regard is had for affordable housing, public health, safety, and effective strategies to delivering necessary infrastructure. The use of Draft Plan of Subdivision approval conditions and agreements as a means of ensuring satisfactory financial obligations is an effective way to ensure the goals and objectives of policy 1.1.1 are met.

Section 1.1.3.2:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;”*

The Proposal and OPA have appropriate regard to and are consistent with policy 1.1.3.2 of the PPS. The planned mix of uses and densities, as well as the proposed lot and road patterning of the Shanontown lands, efficiently uses land and resources and services the lands in an efficient manner.

Section 1.1.3.3:

“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

The Shanontown lands are located within the Mayfield West Phase 2 Secondary Plan area, which was prepared and design to be a transit-oriented community. The proposed density and location of density complies with the Secondary Plan and conforms with the planned context of the Secondary Plan area.

Sewage, Water and Stormwater

The subject property is situated in a designated settlement area where development is planned to include underground infrastructure services. These services will be easily accessible to support the proposed intensification. In particular, this section aims to promote the following objectives:

Section 1.6.6.2:

“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services”.

Section 1.6.6.7

Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development will be serviced by both existing and planned infrastructure including municipal water and wastewater services. This was demonstrated through the Functional Servicing and Stormwater Management Report prepared by David Schaeffer Engineering Ltd., the findings of which can be found within Section 5.4 of this Planning Justification Report.

Natural Heritage

Section 2.1.1:

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

Section 2.1.2:

“The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

The proposed development is subject to the natural heritage system policies within the Town’s Secondary Plan. The proposed development has regard for protection and enhancement of the long-term ecological function of said features, through varying mitigation measures as identified in the EIS prepared by Dillon Consulting, dated November 2017. Draft Plan of Subdivision Blocks K and I, titled "Greenlands A and B", include both woodlot and wetland natural heritage features. These features are intended to be conveyed to the municipality for protection and stewardship.

Summary

The proposed development will accommodate growth within an existing Settlement Area and on lands that have been designated to accommodate future residential growth by the Town of Caledon. The proposed development will utilize a combination of existing and new servicing elements in an effective manner as a means of servicing the greenfield development area. The proposed development will assist the Town in providing a range and mix of housing types to further diversify the housing stock. With reliance on technical studies providing in support of the proposed development, the location and patterns of residential uses are supportable based on the implementation of the recommended mitigation measures.

The PPS provides municipalities with guidance and direction on complex land use planning issues that have provincial issues. The Official Plan Amendment application and proposed development are consistent with the applicable policies of the Provincial Policy Statement.

6.4 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE AREA (2020)

6.3 GREENBELT PLAN (2017)

The Greenbelt Plan is a land use planning policy document aimed at protecting environmentally sensitive areas and promoting sustainable development in the Greater Golden Horseshoe region of Ontario. The Plan was enacted on December 16, 2004 and was implemented by the Ontario government as part of its broader growth management strategy to address urban sprawl, protect natural resources, and ensure the long-term health and sustainability of the Region.

The latest version of the Greenbelt Plan was approved by the Ontario government and came into effect on July 1, 2017. The Greenbelt Plan, 2017, builds upon the previous versions of the Plan and incorporates new policies and strategies to further protect and manage the Greenbelt Area.

Section 5.4 of the Planning Justification Report prepared by PMG Planning Consultants in December 2017 (included in Appendix I) remains relevant and demonstrates conformity with the Greenbelt Plan.

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") is intended to provide policy direction to support the development of strong, prosperous communities. It also establishes the long-term framework for where and how the Greater Golden Horseshoe Region ("GGH") will grow, while recognizing the realities faced by Ontario cities and smaller communities. The most recent Growth Plan was prepared and approved under the Places to Grow Act, 2005 and came into effect on May 16, 2019. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe, 2020 was approved by the Lieutenant Governor in Council, Order in Council No 1244/2020, and is in effect as of August 28, 2020.

Chapter 1.2.1 Guiding Principles

The guiding Principles of the Growth Plan are outlined in Section 1.2.1 and provide the rationale for the regulations contained in the subsequent sections. The guiding Principle that are applicable to the proposed development are as follows:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development conforms to the guiding principles of the Growth Plan by providing a compact form of development that will serve existing and future residents of the local area, while ensuring that natural heritage features are protected and enhanced over the long-term. The proposed development represents an efficient use of land and infrastructure, while supporting a range and mix of housing options through the creation of a complete community.

Managing Growth

Chapter 2 of the Growth Plan establishes intensification targets for the Greater Golden Horseshoe (GGH) and sets out the accompanying growth management policies needed to implement growth in accordance with the objectives of establishing complete communities and ensuring development efficiently maximizes the use of existing infrastructure and services.

Policy 2.2.1 of the Growth Plan states:

4. "Applying the policies of this Plan will support the achievement of complete communities that:
 - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
 - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
 - c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
 - d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

- ii. public service facilities, co-located and integrated in community hubs;
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- iv. healthy, local, and affordable food options, including through urban agriculture;"

The Proposal provides a mixture of land uses and built form typologies that support the diversity and range of housing stock in the Mayfield West Phase 2 Secondary Plan area. The planned development will take advantage of convenient access to major highways and regional links to accommodate the future needs of many. The Official Plan Amendment would allow Shanontown to create many homes, in a quick, responsible and efficient manner.

Designated Greenfield Areas

Section 2.2.7 of the Growth Plan states:

1. "New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
 - a) supports the achievement of complete communities;
 - b) supports active transportation; and
 - c) encourages the integration and sustained viability of transit services.
2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
 - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and"

According to the Region of Peel's Official Plan, the subject property is within the Designated Greenfield Area.

As per policy 2.2.7.2(a) of the Growth Plan, the Regional Official Plan contains minimum density target for the Greenfield Area. The Mayfield West Phase 2 Secondary Plan implements the Region's current minimum density target, and the Shanontown lands Proposal conforms with the Mayfield West Phase 2 Secondary Plan.

Stormwater Management

Sections 3.2.6 and 3.2.7 provide policy direction related to appropriate municipal servicing and stormwater management of new development. The policies direct that municipalities optimize the use of existing and planned infrastructure investments. As discussed in the Functional Servicing and Stormwater Management Report, the proposed development will utilize a combination of existing and proposed water and wastewater service infrastructure to accommodate growth of this Greenfield Area in a responsible and efficient manner.

Summary

The subject property is located within the delineated built-up area and represents an opportunity for growth and intensification within an identified Greenfield Area. The proposed development is located directly adjacent to planned transit services and active transportation facilities, and will be in line with the Town's efforts to meet its growth targets through intensification of Greenfield sites within a transit-oriented master planned community.

6.5 REGION OF PEEL OFFICIAL PLAN (2022)

The Minister of Municipal Affairs and Housing issued a decision to approve the new Region of Peel Official Plan ("ROP") on November 4, 2022 through By-law 20-2022. The newly approved ROP seeks to provide Regional Council with a long-term policy framework for decision making. It outlines the Regional context for protecting the environment, managing resources and directing growth and sets the basis for providing Regional services in an efficient and effective manner.

The ROP designates the subject property as Urban System and shows it to be within the Mayfield West Phase 2 Settlement Area. Additionally, the subject property is within a Designated Greenfield Area. Below are the policies which apply to the subject property:



Figure 5: Region of Peel Official Plan – Regional Structure Schedule E-1

Natural Environment

Policy 2.3.5 of the ROP states: "Participate in, and support, broader scale environmental studies in order to assess the carrying capacity of ecosystems and the potential cumulative effects of development in areas where development is likely to have a major impact on the ecological integrity of broader ecosystems and the Greenlands System in Peel."

The EIS prepared by Dillon Consulting reviews potential impacts of development on the ecological integrity of the broader Greenland system in accordance with Policy 2.3.5. Through a series of implementation measures for enhancement and mitigation measures, potential environmental impacts can be avoided as a means of conforming to the environmental policies of the Regional Official Plan.

Stormwater Management

Policy 2.6.20.4 of the ROP states: *"To practice and encourage effective management of stormwater drainage for Regional infrastructure and facilities in order to protect, improve or restore water quantity and quality"*.

Policy 2.6.20.13 of the ROP states: *"Direct the local municipalities to require proposals for large-scale development to be supported by a stormwater management plan that:*

- a) is informed by a subwatershed plan or equivalent;*
- b) incorporates an integrated treatment train approach which meets stormwater management requirements including for water balance, water quantity, water quality and erosion control*
- c) incorporates low impact development and green infrastructure approaches;*
- d) minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and*

- e) aligns with the stormwater master plan for the settlement area, where applicable."*

The enclosed Functional Servicing and Stormwater Management Report, prepared by David Schaeffer Engineering Ltd., was informed by the Mayfield West Phase 2 Secondary Plan's subwatershed study. The proposed stormwater techniques and treatments include best practice engineering solutions as means of meeting water balance, water quality and quantity requirements. The Shanontown stormwater management approach conforms to the stormwater master plan for the Mayfield West Phase 2 Secondary Plan and conforms to policy 2.6.20.13 of the Secondary Plan.

Urban Systems

Policy 5.6.1 of the ROP states: *"To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate."*

Policy 5.6.2 of the ROP states: *"To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities."*

Policy 5.6.3 of the ROP states: *"To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services."*

The proposed development of the Shanontown lands will assist the Region of Peel in meeting their goals and objectives of establishing complete communities. The proposed mixture of land uses, built form and density comply with the local policy framework. The natural environment is being respected and protected through various mitigation measures expressed through the Environmental Impact Study prepared by Dillon Consulting.

The proposed servicing infrastructure promotes efficient use of land and services in manner where promotes efficient and responsible development of the lands.

Mayfield West Phase 2, Caledon

The Region of Peel Official states the Mayfield West Phase 2 Settlement Area is comprised of lands bounded by Highway 10 to the east, Mayfield Road/ the municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule E-1 (Figure 5). The following special policies shall apply to Mayfield West Phase 2.

Affordable Housing

Policy 5.6.20.14.21.1.i of the ROP states: *“Official plan amendments and secondary plans in Mayfield West Phase 2 adopted by the Town of Caledon will include policies for the provision of affordable housing demonstrating contribution towards the achievement of Regional new housing unit targets. The policies will be developed in consultation with the Region and will consider:*

- i) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and

- ii) Identification and conveyance strategy for affordable housing, in consultation with the Region.”

The adopted Mayfield West Phase 2 Secondary Plan includes policies which speak to a comprehensive approach to satisfying the Region’s new housing targets for affordable housing. Local secondary plan policy speaks to provisions of 1.5 hectares of land dedicated to the Region of Peel and 0.4 hectares to be provided to Habitat to Humanity as a means of satisfying the ROP policy. The Shanontown land holding does not possess specific requirements for conveying land to either the Region or Habitat for Humanity for affordable housing. Collectively policy 5.6.20.14.21.1.i is conformed to by the implemented policies of the Mayfield West Phase 2 Secondary Plan.

Housing

Policy 5.9.1 of the ROP states: *“To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.”*

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

Table 6: Region of Peel Housing Unit Targets

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

The proposed development provides an alternative and mixture of built form, through single-detached dwellings, semi-detached dwellings, townhouses and a future high-density block that will assist in diversifying the area's housing stock. The increased housing supply and variety of housing options will assist the Region and Town with its objectives for meeting current and future needs of residents while diversifying housing supply. The increased housing will assist in housing affordability by bringing more units to the market. The variation in unit types and sizes is desirable for a wide range of residents and family types, dependent on their individual housing needs.

Summary

The proposed development of the subject property represent an opportunity for a form of development that aligns with the policy direction of the Region of Peel Official Plan. The development responds to the Region's objectives of locating growth within the existing settlement boundary areas, within the existing urban systems, and will facilitate greater diversity of options for housing supply. The proposed development conforms to the direction of the Regional Official Plan to accommodate transit supportive density in areas planned for urban development.

The proposal will make efficient use of existing urban infrastructure and is supported by technical studies supporting proposed servicing. With respect to the natural heritage system, it is to be protected and enhanced where able in a way that conforms with the objectives of the Regional Official Plan. It is our opinion that the proposed development conforms to the policies of the Region of Peel Official Plan.

6.6 TOWN OF CALEDON OFFICIAL PLAN (2018)

The April 2018 consolidation of the Town Official Plan ("TOC") is a statement of principles, goals, objectives and policies intended to guide future land use, physical development, and change to the social, economic, and natural environment within the Town of Caledon. Within Schedule A – Land Use Plan of the TOC, the subject property is identified as being within the Mayfield West Phase 2 Secondary Plan Area.

Goals

Policy 2.2.3 of the TOC states: *"Together the following goals provide the context within which the policies in this Plan should be interpreted:*

- To establish a growth pattern for the Town, including rates and location of population and employment growth that maximizes the overall quality of life for Caledon's residents.*
- To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*
- To achieve a mix and range of housing that responds to the needs of the community.*
- To provide the opportunity for a pattern of public and private service support that efficiently and conveniently meets the needs of the Town.*

The proposed development as expressed herein and through the concurrent pending Zoning By-law Amendment and Draft Plan of Subdivision promotes population growth while assisting the municipality with providing a range and mix of housing types and forms that respond to the needs of the community.

The proposed pattern of public roads and the proposed settlement structure conform to the Town's Official Plan and the Mayfield West Phase 2 Secondary Plan.

Housing

Policy 3.5.2.2 of the TOC states: *"To encourage all forms of residential intensification in parts of built-up areas that have sufficient existing or planned infrastructure and community services".*

The proposed development of the subject property includes a mixture of single family, semi-detached, townhouse, and future high density uses. The proposed mixture of urban residential uses aims to optimize the use of planned and proposed municipal servicing elements, while supporting community services.

Major Transit Station Study Areas

The Region of Peel's Official Plan recently incorporated the identification of the planned Mayfield West MTSA, in which the portion of lands located east of the rail corridor are included. Policy Section 4.1.6 of the Town's Official Plan speaks to the Mayfield West area and its expectation of its transformation into a Transit-Orientated Development Area. We understand that a future GO Transit rail station will be located within the Mayfield West Secondary Plan area, and is expected to be serviced by enhanced bus service.

The proposed development and mixture of proposed urban residential uses, will ultimately support the municipal goals and objectives of transforming the current greenfield Mayfield West Secondary Plan area into a Transit-Orientated Development Area.

Growth Management

Policy 4.2.1.2.1 of the TOC states: *“To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.”*

The proposed development intends to facilitate the construction of a subdivision that achieves the goals and objectives of the TOC, as a means of providing for a compact, efficient and urban form of development. The proposed development aims at utilizing existing and proposed services as required to service these lands in a manner that is both responsible and efficient. The proposed built forms conform to the land use policies of the Mayfield West Secondary Plan and will ultimately support the creation of a mixed-use, transit supportive community.

Greenfield Density

Policy 4.2.2.3.1 of the TOC states: *“Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.”*

Policy 4.2.2.3.3 of the TOC states: *“Should a Major Transit Station be located in Caledon; Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.”*

The redevelopment of the subject property is located on lands identified as Greenfield Area, where lands have most recently and historically been used for agricultural purposes. The proposed development conforms to the minimum density requirements of the minimum overall density of 42 residents and jobs per hectare, as planned through the Mayfield West Secondary Plan.

With respect to the increased density requirements associated with the now delineated Mayfield West MTSA, further discussions with City and Regional Planning Staff are required to review and assess potential density implications regarding the minimum density of 100 residents and jobs per hectare. The density targets associated with policy 4.2.2.3.3 of the TOC is expected to be dealt with through concurrent processing of the Draft Plan of Subdivision and associated Zoning By-law Amendment applications. The proposed Official Plan Amendment does not intend to amend/ alter policies related to land use, nor density targets.

6.6.1 Mayfield West Phase 2 Secondary Plan Planning Area (OPA 222)

Town Council initiated a comprehensive planning process of the Mayfield West Phase II Secondary Plan in 2008. Numerous studies, open houses, public meetings and Council meetings were held and Council adopted OPA 222 in November 2015. Appeals were subsequently filled and the Ontario Municipal Board issued a decision and order (PL151247) on May 25, 2017. The decision and order issued for OPA 222 established goals, objectives and policies to govern the development and redevelopment of land in the Mayfield West Phase 2 Secondary Plan area.

Within the Mayfield West Phase 2 Secondary Plan, the subject property is designated as Low-Density Residential, Medium-Density Residential, High-Density Residential, Environmental Policy Area, Open Space Policy Area, and Greenway Corridors.

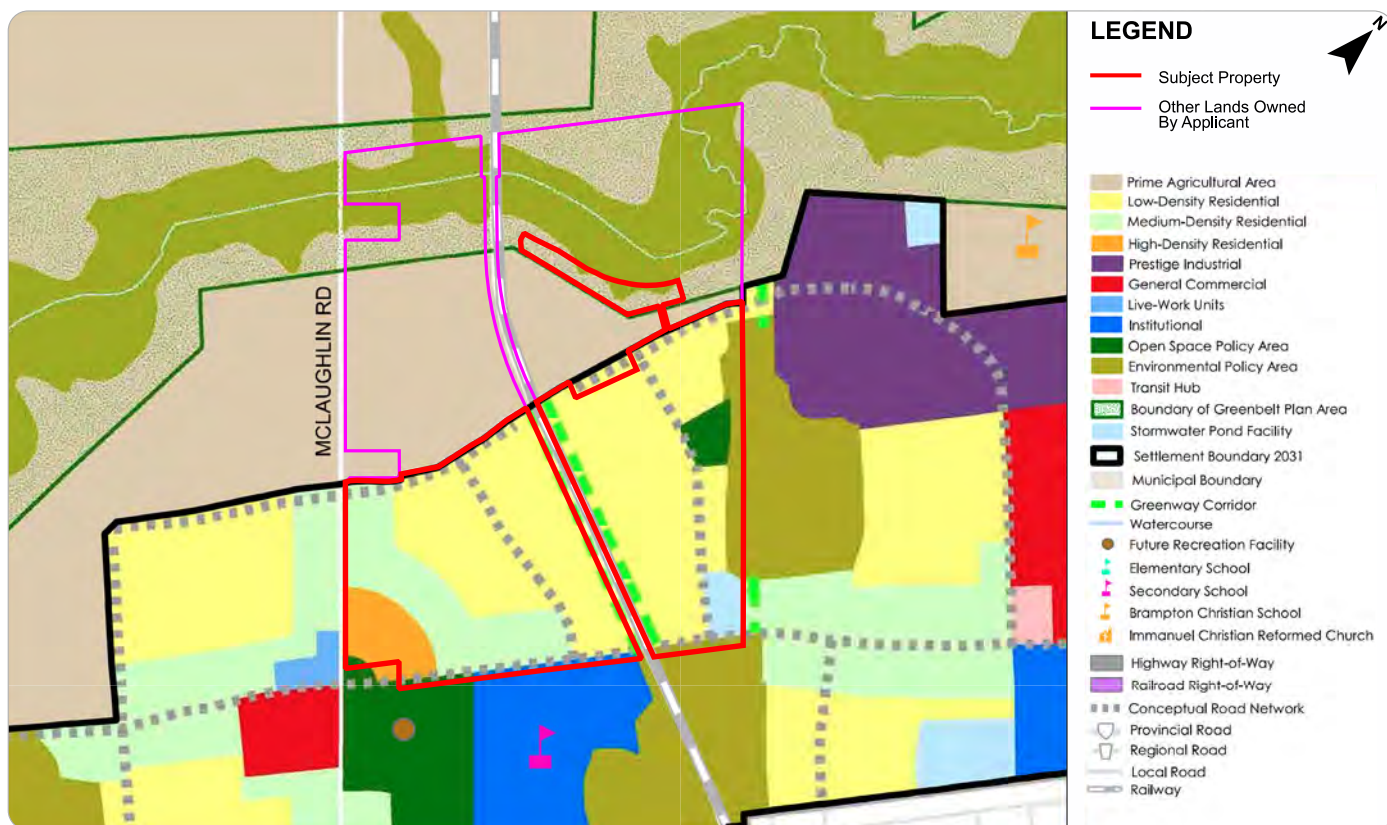


Figure 6: Mayfield West Phase 2 Secondary Plan Area, Schedule B-2

Goals and Objectives

Policy 7.14.3.1 of the TOC states: *“The Plan Area will develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented.”*

Policy 7.14.3.2 of the TOC states: *“In support of the Goal for MW2, as described in Section 17.14.13.1, the development in the Plan Area shall achieve the following objectives:*

- i. Achieve net ecological gain, when practical, possible, and advisable;
- ii. Adopt an integrated design process;
- iii. Foster a local identity rooted in the spirit of the Town of Caledon;
- iv. Establish the structure for a close knit small town that fosters self-sufficiency;
- v. Achieve a range and mix of housing;
- vi. Promote walking, cycling, and transit opportunities;
- vii. Maximize conservation and innovation (water, waste, and energy)
- viii. Ensure community connectivity and integration at all scales; and
- ix. Support adaptive changes.

Growth Management

Policy 7.14.4.1.2 of the TOC states *“to ensure conformity with the Town’s growth management objectives, the Plan Area has been planned to achieve the population and employment targets shown in Table 7.6. Development in the Plan Area shall occur in a manner consistent with the population and employment targets shown in Table 7.6.”*

Table 7: Mayfield West Phase 2 Plan Area Population and Employment Targets (Table 7.6 of the Town of Caledon's Official Plan)

Population	10,348
Population-related jobs	2,635
Employment Area Jobs	1,164
Total	14,147
Land Area	207.5
Density (combined population and jobs per hectare)	68.2

Policy 7.14.4.1.3 of the TOC states *“The total number of residential homes permitted in the Plan Area shall achieve the planned population of 10,348.”*

The proposed development will support the municipality in achieving their planned number of residential homes and planned population target of 10,348 people.

Policy 7.14.4.1.5 of the TOC states: *“Unless otherwise provided for in Section 7.14, development in the Plan Area shall conform to the planning and design vision, goals and recommendations of the following plans/ studies: Comprehensive Environmental Impact Study & Management Plan (EIS & MP); Water & Wastewater Servicing Study; Transportation Study; and Community Design Plan. Together, these plans/ studies provide important direction with respect to the preparation and review of development applications in the Plan Area.”*

The proposed development conforms to the planning and design vision of the Secondary Plan and was design based on the recommendations and the conclusions of Comprehensive Environmental Impact Study & Management Plan (EIS & MP); Water & Wastewater Servicing Study; Transportation Study; and Community Design Plan. The proposed development will continue to be reviewed and vetted through the concurrent draft plan of subdivision process.

Finance and Agreements

Policy 7.14.4.2.1 of the TOC states: *“Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the MW2 Fiscal and Economic Impact Assessment.”*

Policy 7.14.4.2.2 of the TOC states: *“The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment, and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely, and cost effective manner.”*

The above policies provides that Shanontown Developments either enter into an agreement or make satisfactory arrangement for the provision of funds and/or for the provision of services, as required by Policy 7.14.4.2.1. As it relates to cost-sharing arrangements, it is reasonable to have such matters addressed as conditions of draft plan approval, as necessary obligations would be secured through this process as a means of supporting the development.

Conditions of draft plan approval relating to cost sharing associated with transportation, municipal water and wastewater infrastructure that support the development are required to facilitate development as a means of bringing comprehensive development forward with the Mayfield West Phase 2 Secondary Plan Area. However, these cost-sharing arrangements should be based on reasonable proportionate share of services, and only based on requirements outlined in the Planning Act that in our opinion need not require execution of the group cost sharing agreement.

Community-Wide Development Staging and Sequencing Plan

Policy 7.14.4.3.3 of the TOC states: *“The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule B-2 of this Plan, are required for the development of the entire Plan Area:*

- a) *Spine Road from Hurontario Street / Highway 410 west to Chinguacousy Road;*
- b) *McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Associated Area; and*
- c) *Chinguacousy Road from Mayfield Road north to the spine road.*

Policy 7.14.4.3.4 of the TOC states: *“The community-wide DSSP shall specifically address the timely construction, reconstruction, or improvement of the three arterial roads, as specified in Section 7.14.4.3.3, and their associated intersections subject to completion of a municipal class environmental assessment, as required under the Environmental Assessment Act”*

The proposal excludes lands affected by Tim Manley Avenue Spine Road, but it does include the necessary road widening along McLaughlin Road, known as Block O.

The three (3) arterial roads assist in facilitating the timely and effective comprehensive redevelopment of the Mayfield West Phase 2 Planning Area.

Community-Wide Functional Servicing Report

Policy 7.14.4.5.1 of the TOC states: *“Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners shall submit to the Town a community-wide Functional Servicing Report (FSR).”*

Policy 7.14.4.5.2 of the TOC states: *“The servicing goals and objectives, associated targets, and management strategy identified in the MW2 Water and Wastewater Servicing Study (January 2014) and the MW2 Comprehensive EIS & MP (December 2014) will be implemented through the community-wide FSR.”*

Policy 7.14.4.5.3 of the TOC states: *“The community-wide FSR shall provide greater design detail than the MW2 Water and Wastewater Servicing Study and the MW2 EIS & MP in terms of:*

- a) *Network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area as described in the MW2 Water and Wastewater Servicing Study;*
- b) *Natural channel design;*
- c) *Site grading;*
- d) *Stormwater management - including opportunities for low impact development practices. This section shall also address such matters as water quantity, water quality, erosion, and water balance for both surface and groundwater components. Additionally, sustainable best management practices for erosion and siltation control shall be required for all phases of development, as appropriate; and*
- e) *Comprehensive adaptive management plan.”*

Policy 7.14.4.5.4 of the TOC states: *“The community-wide FSR shall be prepared in consultation with the Region of Peel and Conservation Authorities and approved by the Town.”*

The submitted Functional Servicing Report, prepared by David Schaeffer Engineering Ltd., has regards to the findings of the Community Functional Servicing Report prepared in Mayfield West Community FSR – Stage 2. We understand the input of the Region, Conservation Authorities and the Town have been incorporated into the Mayfield West Community FSR – Stage 2.

Plan Area Landowners' Cost Sharing Group Agreement(s)

Policy 7.14.4.8.1 of the TOC states: *“A Plan Area landowners' Cost Sharing Group shall be established to ensure orderly and timely development in the Plan Area, and the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area.”*

Policy 7.14.4.8.2 of the TOC states: *“The costs associated with development include, but are not limited to, the cost of studies to inform and support the planning of the area, as well as the cost to acquire land in order to implement this Plan in the Plan Area.”*

Policy 7.14.4.8.3 of the TOC states: *“The Plan Area landowners are required to enter into a cost sharing agreement or agreements among themselves.”*

Policy 7.14.4.8.4 of the TOC states: *“Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Plan Area landowners' Cost Sharing Group trustee shall provide the Town with confirmation, in writing, that the owner of such lands is in good standing with the Plan Area landowners' Cost Sharing Group.”*

The above noted policies reinforce the Town's position that a Plan Area Landowner Group shall be established as a means of ensuring timely and orderly development of the Secondary Plan Area. However, policy 7.14.4.8.4 of the TOC, requires landowners to be in good standing with the Cost Sharing Group trustee prior to draft plan approval. The above noted policies support the Town's position on establishing a Plan Area Landowner Group to ensure the timely and organized development of the Secondary Plan Area. However, policy 7.14.4.8.4 of the TOC specifies that landowners must be in good standing with the Cost Sharing Group trustee before draft plan approval. The current link between the milestone of draft approval and the requirement of good standing with the Plan Area Landowners seems unreasonable, considering various factors outlined in the Cost Sharing Agreement. These factors pertain to elements that Shanontown Developments Inc. neither benefits from nor is obligated to contribute towards, as per the relevant requirements under the Planning Act. These elements of cost sharing appear to be an overreach, which include, but are not limited to affordable housing, transit hub, places of worship, emergency management services, roads adjacent to community lands, and natural heritage system and buffer costs. It would be a reasonable expectation that Shanontown Developments Inc. would contribute their proportionate share of costs associated with oversized roads, intersection improvements, and servicing infrastructure where they contribute to or benefit from such infrastructure. The Planning Act allows the above-mentioned items to be captured by the way of draft plan conditions of approval and agreements under sections 51(24) and 51(25) of the Planning Act, as referenced in section 6.1 of this Planning Justification Report. It would be a reasonable expectation that Shanontown Developments Inc. would contribute their proportionate share of costs associated with oversized roads, intersection improvements, and servicing infrastructure where they contribute to or benefit from such infrastructures

The Planning Act allows the above-mentioned items to be captured by way of draft plan conditions of approval and agreements under sections 51(24) and (25) of the Planning Act, as referenced in section 6.1 of this Planning Justification Report.

In keeping with good planning principles, satisfactory arrangements with parties can be made to accommodate the following cost sharing items without requiring Shanontown Development Inc. to execute a cost sharing agreement prior to draft approval. Said conditions relating to costs associated with servicing infrastructure can be committed to and ultimately enforced through a subdivision agreement with the Town of Caledon, and can ultimately be fulfilled prior to registration of the subdivision. Conditions of approval and associated clauses are a commonly accepted practice of securing such measures and cost sharing obligations for infrastructure.

Residential

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

Policy 7.14.5.3.1 of the TOC states: *"Lands designated Medium Density Residential in the Plan Area shall be developed for townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses."*

Policy 7.14.5.5.1 of the TOC states: *"Lands designated High Density Residential in the Plan Area shall be developed for mid-rise apartment buildings."*

Policy 7.14.5.5.3 of the TOC states: *"Development of the lands designated High Density Residential at the north east corner of McLaughlin Road and the future spine road shall include ground level non-residential uses that complement and support the development of the residential use."*

These ground level non-residential uses may include small- scale commercial (e.g. pharmacy and coffee shop) and professional offices (e.g. dentist and doctor). These ground level non-residential uses shall be designed to be part of the High-Density Residential building. For greater clarity, the ground level non-residential uses shall not be designed as a stand- alone building separate from the High-Density Residential building.”

The land use policies contained within the Mayfield West Phase 2 Secondary Plan set policies associated with lands designated for low-density residential, medium-density residential, and high-density residential. The concurrent Draft Plan of Subdivision and Zoning By-law Amendment propose built forms and zone categories that ensure conformity with the permitted built form hierarchy established by the policies of the Mayfield West Phase 2 Secondary Plan.

Transit Hub and Region of Peel Lands

Policy 7.14.6.1.1 of the TOC states: *“A Transit Hub shall be developed adjacent to the regional scale commercial centre located adjacent to and west of Hurontario Street.”*

The Transit Hub within the Mayfield West Phase 2 Secondary Plan area is located off-site and east of the Shanontown lands. In our opinion, it is reasonable to expect that costs associated by way of the Transit Hub lands should not be required to be fulfilled by area landowners rather through other means including the Provincial tools.

Municipal Parks

Policy 7.14.9.1 of the TOC states: *“The Open Space Policy Area designation in the Plan Area as shown on Schedule B-2 is comprised of municipal parks organized into the following three (3) categories*

- a) Community Parks;*
- b) Neighbourhood Parks; and*
- c) Urban Village Square.”*

Policy 7.14.9.3 of the TOC states: *“The location of the community parks in the Plan Area reflect the role of community parks in supporting and complementing the Goal of the Plan Area, as described in Section 7.14.3.1, and the opportunity to explore joint use initiatives with adjacent land uses (e.g. elementary and secondary schools).”*

Policy 7.14.9.4 of the TOC states: *“Urban Village Squares, generally 0.2 hectares in size, are planned for the north east and south east corners of the intersection of McLaughlin Road and the spine road. These squares shall be developed to provide a central public green space and serve as key social gathering spaces for residents, shoppers, and visitors throughout the day and evening.”*

Policy 7.14.9.9 of the TOC states: *“Municipal Park sites in the Plan Area will be designed to connect to and enhance the Natural Heritage System in the Plan Area as a compatible adjacent land use.”*

Policy 7.14.9.11 of the TOC states: *“The illumination of municipal parks, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible.”*

The proposed Draft Plan of Subdivision includes the three public parks, located in Block G, Block F, and Block E (the Village Square). Together, these blocks have a lot area of 1.52 hectares, representing of 3.3% of the total land holding. With respect to Section 51.1 of the Planning Act, there is no requirement to fund or provide for parkland contributions in connection with offsite parkland arrangements. Regardless of whether the parkland has been calculated on a community basis, the Shanontown lands are prepared to provide the required combination of parkland conveyance and/or cash-in-lieu of parkland payment as a means of satisfying the requirements of Section 51.1 of the Act.

Affordable Housing

Policy 7.14.11.1 of the TOC states: "Landowners in the Plan Area shall provide land for affordable housing in the Plan Area as follows:

- a) Approximately 1.5 hectares of land shall be provided to the Region of Peel; and,
- b) Approximately 0.4 hectares of land shall be provided to Habitat for Humanity."

Policy 7.14.11.2 of the TOC states: *"The location, configuration, and frontage onto adjacent roads of these lands shall be decided through the community-wide DSSP as described in Section 7.14.4.3."*

Policy 7.14.11.3 of the TOC states: *"These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Habitat for Humanity, as applicable."*

Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located."

The Shanontown lands are not specially required by the policies of the TOC to provide for either 1.5 hectares of land to the Region of Peel, nor 0.4 hectares of land provided to Habitat for Humanity. Rather these are policies requiring that these forms of affordable housing are required to be implemented within the extent of the Secondary Plan Area. In our opinion it would be unreasonable to expect Shanontown Developments Inc. to provide the share of the costs associated with securing these facilities on lands not under their control. The Planning Act does not stipulate the requirements to secure lands to be used for the purpose relating to securing housing affordability; there are other avenues to deal with the costs associated with securing lands for affordable housing.

Roads

Policy 7.14.15.2.1 of the TOC states: *"Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Section 5.9 of this Plan."*

Where there is a conflict between the guidelines and classifications outlined under Section 5.9 and the policies of Section 7.14.15, the policies of Section 7.14.15 shall prevail."

Policy 7.14.15.2.2 of the TOC states: *"Prior to registration of the first plan of subdivision or approval of the first site plan application in the Plan Area, the following road improvements and new road construction shall be completed by the Plan Area landowners:*

- a. *Widening of McLaughlin Road from Mayfield Road northerly to the north limit of the Plan Area; and*
- b. *Construction of the new spine road, from McLaughlin Road easterly to the north collector road east of the railway line as suggested in Schedule B-2."*

The subject property abuts McLaughlin Road to the west and currently provides for a road widening block (Block O) of 0.243 hectares of lot area to be conveyed to the approval authority for road widening purposes. We understand this conveyance of land will take place through a relatively standard draft plan of subdivision condition of approval. With respect to the east-west Spine Road location, it is located along the southerly boundary of the subject property, by which the Town of Caledon has taken ownership of said lands. We understand that the future spine road named Tim Manley Avenue is currently under road construction and will serve as a key milestone is allowing area landowners the ability to secure future draft plan of subdivision registration. The Shanontown lands conforms and aligns with the TOC's transportation policy of 7.14.15.2.2.

Municipal Water and Wastewater Services

Policy 7.14.17.2.1 of the TOC states: *"All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities shall be developed in accordance with the MW2 EIS & MP and in consultation with Peel Region."*

Policy 7.14.17.2.2 of the TOC states: *“The detailed design and installation of water and/or wastewater infrastructure in the Plan Area shall be undertaken in an ecologically responsible manner.”*

As demonstrated within the Functional Servicing and Stormwater Management Report prepared for Shanontown Developments Inc., the redevelopment of the subject property is proposed to connect to the Region’s water and wastewater systems. The extent of design of water and wastewater infrastructure will continue to be reviewed through and vetted through the subdivision process in consultation with both Town and Regional Staff.

Stormwater Management Facilities

Policy 7.14.17.3.5 of the TOC states: *“In considering options for stormwater management, the following policies shall apply:*

- a) *Stormwater shall be considered as a resource, not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using, among other methods, rainwater harvesting.*
- b) *Stormwater management facilities shall be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System and to contribute to the achievement of net ecological gain.*
- c) *Best management practices, including low impact development techniques and measures, shall be incorporated into the stormwater management system, development lands and the Natural Heritage System, in accordance with the recommendations of the MW2 EIS & MP, as appropriate, and,*
- d) *Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking, and public open space.”*

Policy 7.14.17.3.4 of the TOC recognizes that the proposed SWM facility and access block on the draft Plan (Blocks L & M) may be located within the Greenbelt Plan area and thus subject to the TOC policies for the Greenbelt Plan area in Section 7.13, and particularly the infrastructure policies in Section 7.13.4.3. The Functional Servicing & Stormwater Management Report and the Environmental Impact Study as discussed in Section 5.4 of this report, supports these policies and all applicable Official Plan policies. The proposed stormwater management facilities include best management practices and respect the ecological integrity of the natural heritage system. Proposed stormwater management facility design is to be continued to be reviewed and vetted through the subdivision process in consultation with the Town and Region.

Summary

The goals associated with the Mayfield West Phase 2 Secondary Plan are being maintained by the Shanontown development applications. The Proposal provides for a range and mixture of housing in terms of built forms and typologies, while providing a well-defined street network, protection of natural heritage features, and the conveyance of municipal parkland. The proposed development helps the municipality achieve their population targets, while also promoting and transforming the Mayfield West Phase 2 Secondary Plan area into a transit-oriented community.

As it relates to the cost-sharing policies of the Mayfield West Secondary Plan, specifically policy 7.14.4.8.4, there are alternative means to address financial obligations in connection of delivery for hard infrastructure that support the development. We acknowledge that a cost-sharing agreement, managed by a group trustee is one method, however there are other reasonable alternatives. Given the language in the Planning Act, the municipality shall permit owners to make ‘other’ satisfactory arrangements, as necessary to secure financial obligations for specific hard infrastructure from which external landowners are benefiting.

6.7 TOWN OF CALEDON OFFICIAL PLAN DRAFT UPDATE

The Planning Act, allows financial obligations to be identified in an implementing subdivision agreement, by which said obligations would need to be addressed prior to registration. This standard practice of conditions of draft approval has been adopted across municipalities in the Greater Toronto Area, and is appropriate.

Section 5.4 and 5.5 of this Planning Justification Report provide background as to the extent to which Shanontown is benefiting from infrastructure provided by others and vice-versa. It is our opinion that rather than withholding approval of development applications until such time the landowner is in good standing with the Plan Area Landowners Cost Sharing Group, alternative measures embodied within conditions of approval pursuant to Section 51(25) and 51(26) of the Planning Act are fair and appropriate. This proposed amendment to the Mayfield West Phase 2 Secondary Plan policy 7.14.8.4.8 would allow and encourage the timely and efficient delivery of more homes and housing options to the residents of Caledon.

The Town is currently undertaking their statutory Official Plan update, and is set to have a second draft released for comment by the Fall of 2023. The first draft for the updated Town Official Plan was provided in Fall of 2022, with the end of the commenting period being April 20, 2022.

The applicable policy framework outlined in the Town's first draft Official Plan illustrates that the in-effect policy context and framework of the Mayfield West Phase 2 Secondary Plan policies have been carried forward. The Mayfield West Phase 2 Secondary Plan policies presented in the draft Official Plan documents from the Town, remain largely unchanged. The policies reviewed and analyzed within Sections 6.5.1 of this report continue to be relevant and applicable. Should the Town's policy framework and policies deviate or be amended from the in-effect policy framework, an addendum or response can be provided, as required.

6.8 ZONING BY-LAW 2006-50, AS AMENDED

The Town of Caledon Zoning By-law 2006-50, as amended zones the Shanontown lands as 'Agriculture 1' (A1). The A1 zone currently permits the following uses within this zone category:

- Agriculture-related Commercial Use
- Agriculture-related Industrial Use
- Agri-Tourism Use
- Apartment, Accessory
- Agricultural Use
- Bed and Breakfast Establishment
- Bunkhouse, Accessory
- Cannabis-Related Use-Outdoor
- Dwelling, Accessory
- Dwelling, Detached
- Environmental Management
- Farm-based Alcoholic Production Facility
- Farm Produce Outlet, Accessory
- Forest Management
- Gasoline Pump Island, Accessory
- Home Occupation
- Industrial Hemp-Related Use-Outdoor
- Nursery, Horticulture
- On Farm Diversified Use
- Open Storage, Accessory
- Produce Storage Building

As discussed in Section 3 of this report, an application for a Zoning By-law Amendment was submitted in 2017 and still awaits final approval. An amendment of the Town's Zoning By-law was required to implement the proposed Draft Plan of Subdivision. The following zoning by-law amendments to Zoning By-law 2006-50 were previously sought:

The rezoning of the subject lands from Agricultural (A1) Zone to Mixed Density Residential – Exception AAAA (RMD-AAA) Zone, Village Core Commercial – Exception BBB (CCV-BBB) Zone, Environmental Policy Area 1 (EPA1) Zone, Environmental Policy Area 1 – Exception 405 (EPA1-405) Zone, and Open Space (OS) Zone.

For the proposed RMD-AAA zones, the Zoning By-law Amendment application included special definitions for the provisions required as well as regulations for the uses, lot frontage, minimum yards, maximum encroachments, maximum height, minimum outdoor amenity space, maximum building area, minimum landscape area, accessory buildings, garages, fences, sight triangles, access, air conditioners/heat pumps, and parking space size. This zone would permit of the use of conventional single detached, conventional semi-detached, and townhouse dwellings (conventional and rear-lane).

The north-east corner of the lands was requested to be zoned CCV-BBB Zone which would permit only non-residential uses on the ground floor of buildings, comprising a range of service, retail, and office use, as well as second floor apartment dwellings. All other regulations were with accordance to the CCV standard provisions set out in the By-law.

Lands for the parks were proposed to be zoned OS Zone, which would permit the uses related to the Natural Heritage Features and associated buffers. In addition, the railway buffers were zoned EPA1 Zone, to preserve their current use. Lands that were within the Greenbelt Plan for the originally proposed SWM access block were requested to be zoned EPA1 with Exception 405.

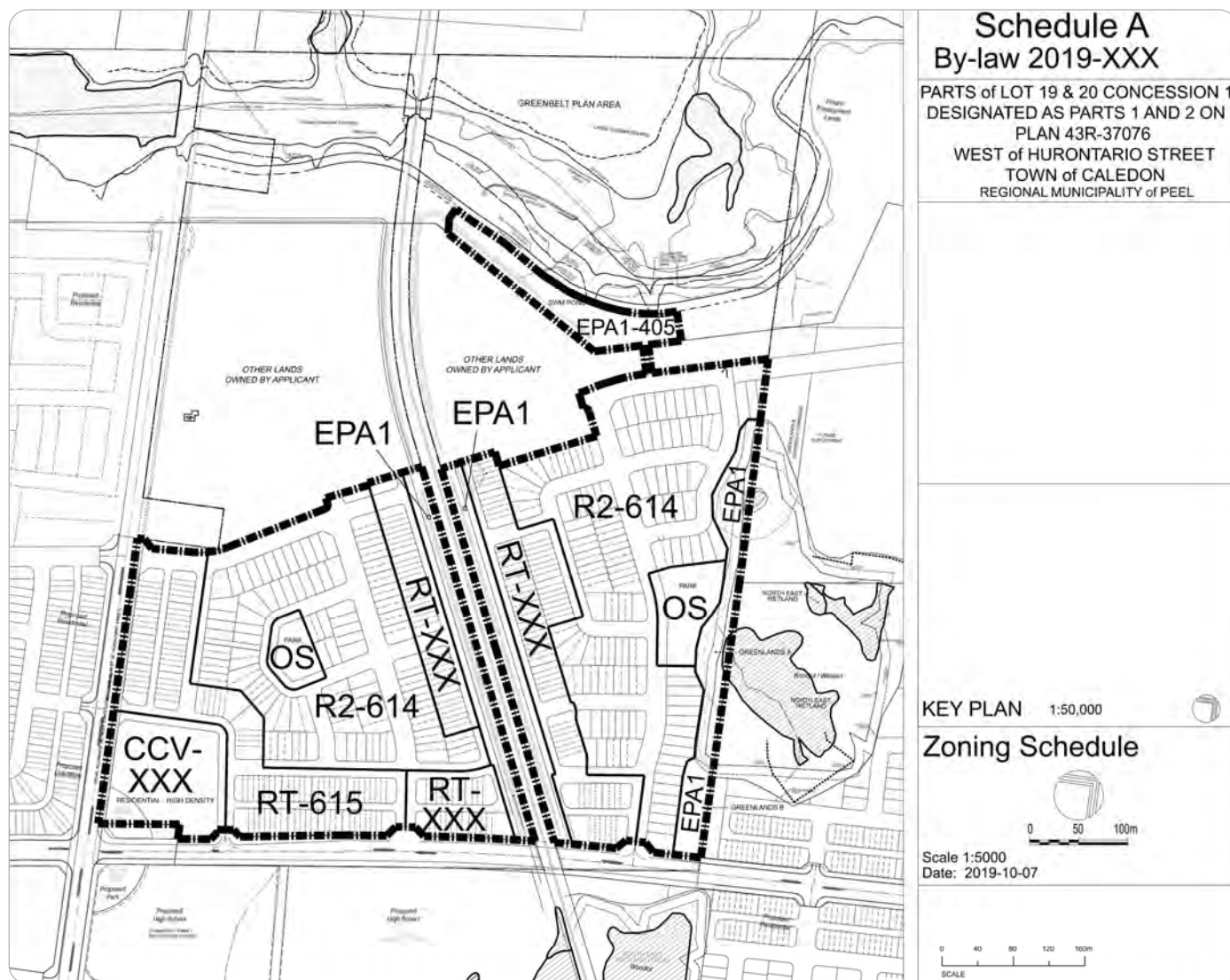


Figure 7: Draft Zoning By-law Schedule



7. COMMUNITY CONSULTATION

As required by the Planning Act for Official Plan Amendment application, a public consultation strategy needs to be established and outlined upon application submission for the application to be deemed complete. A public consultation strategy has been developed for this proposal and will be initiated following the submission of this application. The public consultation strategy is indicated below:

- Formal public notice signs will be placed on the subject property to advise the community the proposed application is “complete”;
- An informal non-statutory meeting will be facilitated by Weston Consulting on behalf of the applicant, in consultation with the Town of Caledon Planning Staff, if required;
- Notice of the statutory open house and public meeting shall be provided per the Town’s current notification procedures;
- Comments received from the public during the open house shall be reviewed and considered in the context of the proposed applications;
- A statutory public meeting will be held;
- The planning justification report and all submission materials, along with a presentation facilitated by Weston Consulting details the proposed application will be provided to Town Council and presented at the statutory public meeting.
- Comments from the public and council will be documented and responded to, where possible, through formal re-submission of materials to the Town of Caledon.

In addition to the above, our continued engagement in the processing of this application will involve discussions with area landowners as a means of providing information as needed to interested parties. It is our understanding that the above public consultations consistent with the requirements under the Planning Act and is consistent with the Town of Caledon application processing.



8. PLANNING ANALYSIS AND JUSTIFICATION

8.1 PLANNING ACT CONSIDERATIONS

The Planning Act sets out the framework for planning and provides a basis for decision-making by municipalities, planning boards, and other related bodies. In accordance with the Planning Act, this application for Official Plan Amendment to the Town of Caledon's Official Plan policy 7.14.4.8.4 has been reviewed through the lens of the Act. Although this Town of Caledon current land use policy requires landowners to be in good standing with the Cost Sharing Group Trustee prior to draft plan approval, the Planning Act provides alternative measures and mechanisms by which elements of cost sharing can be secured.

Under Section 51(25) of the Act, municipalities may impose conditions of draft approval, relating to matters of parkland, right-of-way infrastructure, road widening, municipal servicing and other services. According to Section 51(26) of the Act, the approval authority has the authority to impose conditions of approval which specifically may require landowners enter into agreements. The form of these agreements ranges from servicing agreements with local municipalities to cost-sharing agreements between landowners.

Sections 51(25) and (26) clearly outline the authority for municipalities to impose such draft plan conditions relating to elements of cost-sharing, which similarly are and can be secured through specific agreements. For these reasons, having a draft plan approval milestone tied to being in good standing with the Cost Sharing Group Trustee prior to approval does not appear reasonable given the components that are showed. The Planning Act's mechanisms of securing cost sharing elements through a combination of draft conditions of and appropriate agreements between the Town and proponent is an appropriate approach.

With respect to parkland, Section 51.1 of the Planning Act provides clear parameters by which parkland is to be dealt with: either through a parkland dedication and/or cash-in-lieu contribution.

The proposed Draft Plan of Subdivision provides for parkland dedication, which is to be reviewed, and ultimately secured through future draft plan of subdivision conditions. Although the Town of Caledon Official Plan policy speaks to parkland being calculated on a community basis, the Planning Act does not provide a requirement to fund or provide for parkland contributions in connection with offsite parkland arrangements.

Furthermore, Town Official Plan policies speak to the need to secure cost sharing elements such as affordable housing, transit hubs, places of worship, emergency management services, roads adjacent to community lands, and natural heritage system and buffer costs. It is our opinion that it would be unreasonable to expect Shanontown Developments to contribute towards these elements of cost sharing, primarily given that these are off-site elements from which Shanontown Developments does not directly benefit from, in addition to the fact the Planning Act does not necessitate such arrangements be made.

Consistent with Section 51(25), (26) and 51.1 of the Planning Act, Shanontown Developments Inc. will contribute their proportionate share of costs associated with oversided roads, intersection improvements, and servicing infrastructure where they contribute to or benefit from such infrastructure improvements.

8.2 COST SHARING OF ENGINEERING MATTERS

In keeping with good planning principles, satisfactory agreements with parties can be made to accommodate the required cost-sharing items as stated within Section 51(25) and 51(26) of the Planning Act.

Section 5.4 of this report provides the breakdown of the extent of shared services required from a site servicing perspective. The areas of shared services which were reviewed include, oversized storm sewers, oversized sanitary trunk sewers, stormwater management facilities, watermains, and local service connections. The enclosed Functional Servicing and Stormwater Management Report prepared by David Schaeffer Engineering Ltd. provides an analysis as to the extent to which Shanontown is benefitting from shared services and vice-versa. Given the extent of services from which Shanontown is benefitting from and the description of services for which Shanontown is eligible for compensation, satisfactory arrangements with parties can be arranged to accommodate these items. The Planning Act allows the above-mentioned items to be captured and secured by way of draft plan conditions of approval and agreements under sections provisions of Section 51(25) and (26) of the Planning Act.

Draft plan conditions of approval relating to costs associated with servicing infrastructure can be committed to and enforced through a subdivision agreement with the Town, and ultimately fulfilled prior to registration of the subdivision. Conditions of approval and associated clauses are a commonly accepted practice of securing such measures.

The mechanisms by which these external specific works and their financial obligations can be identified would be within an executed subdivision agreement to the satisfaction of the Town of Caledon, which the Act provides for Draft Plan of Subdivisions.

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9. CONCLUSION

As demonstrated in this report, it is our opinion that the proposed development represents good planning and should ultimately be approved. It is consistent with the PPS, and conforms to the hierarchy of applicable land use planning policies and regulations. It will help facilitate the approval of a built form that allows for intensification of lands identified and designated for residential uses, providing new housing opportunities. The proposed development will provide support in assisting the municipality's objective of diversifying housing stock, while providing for an appropriate amount of density and built forms.

It is our opinion that the Official Plan Amendment application should be approved and is appropriate and desirable for development of the subject property. The approval of the Official Plan Amendment will ultimately facilitate the subsequent approvals of pending draft Zoning By-law Amendment and Draft Plan of Subdivision applications. It is our opinion that satisfactory arrangements by way of executed documents securing Shanontown's financial obligations for specific hard infrastructure works completed external to the lands can be secured through the applicable provisions of the Planning Act. Further, these external works and the associated financial obligations can be identified as conditions of approval and ultimately written in to the implementing subdivision agreement, to the satisfaction of the Town of Caledon. It is our opinion that the application represents good planning and is in the public interest and therefore should proceed through the planning process as prescribed by the Planning Act.



Planning Justification Report

**Shanontown Developments Inc.
12461 McLaughlin Road
Town of Caledon**

**Applications for Rezoning &
Draft Plan of Subdivision Approval**

Prepared for: Shanontown Developments Inc.
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**Dec. 4, 2017
File No. 3019**

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Appendices

- A. Draft Zoning By-law Amendment
- B. Draft Plan of Subdivision
- C. Town of Caledon Development Approval Review Committee Comments

1.0 Executive Summary

This Planning Justification Report has been prepared in connection with applications by Shanontown Developments Inc. for rezoning and draft plan of subdivision approval for lands at 12461 McLaughlin Road (south portion), west side McLaughlin Road, between Mayfield Road to the south and Old School Road to the north, in the Town of Caledon. These applications have been made to allow the development of 30.76 ha of land for 677 dwelling units comprising 104 single-detached units, 164 semi-detached units, 100 street townhouse units, 137 rear-lane townhouse units, and 172 apartment units with ground floor non-residential uses, on new public lanes, local and collector roads, and a Spine Road. The applications also include a village square, 2 neighbourhood parks, 2 blocks for the protection of Natural Heritage Features, and a stormwater management pond.

The applications and supporting studies were analyzed against the relevant requirements of the *Planning Act*, Provincial Policy Statement 2014, Growth Plan 2017, Greenbelt Plan 2017, Region of Peel Official Plan, and the Town's Official Plan including the Mayfield West Phase 2 Secondary Plan, and found to be consistent with/conform to these documents as required. The applications also achieve 40 of 46 possible points or 87% (Gold) under Peel Region's Healthy Development Assessment (submitted under separate cover). It is our opinion that these applications represents good planning, are in the public interest, and should be approved.

2.0 Description of Applications

2.1 Application for Zoning By-law Amendment

The Zoning By-law Amendment application which has been submitted requests rezoning the subject lands in By-law 2006-50 from the Agricultural (A1) Zone to Mixed Density Residential – Exception AAA (RMD-AAA) Zone, Village Core Commercial – Exception BBB (CCV-BBB) Zone, Environmental Policy Area 1 (EPA1) Zone, Environmental Policy Area 1 – Exception 405 (EPA1-405) Zone, and Open Space (OS) Zone. A draft by-law is included in Appendix A (Schedule A of the by-law shows the rezoned areas). The residential zones in the draft by-law reflect the most recent zoning developed by the planners (Glen Schnarr & Associates Inc.) for the Mayfield Station Landowners Group Inc. in consultation with Town staff. Town staff have indicated their desire to utilize standard zones as much as possible for the Mayfield West Phase 2 lands.

The RMD-AAA Zone permits conventional single-detached dwellings on lots with minimum frontages of 10.3 m for corner lots and 9.1 m for interior lots, and conventional semi-detached dwellings with minimum frontages of 8.05 m/unit for corner lots and 6.85 m/unit for interior lots. Townhouse dwellings (both conventional and rear-lane) in the RMD-AAA Zone are permitted on lots with minimum frontages of 7.9 m for corner lots, 5.5 m for interior lots, and 7.0 m for end unit lots. Special definitions have been added and regulations for the uses, lot frontage, minimum yards, maximum encroachments, maximum height, minimum outdoor amenity space, maximum building area, minimum landscape area, accessory buildings, garages, fences, sight triangles, access, air conditioners/heat pumps, parking space size, and for model homes. The lot frontages on the draft plan (Appendix B) exceed those required by the draft by-law (Appendix A).

The draft by-law zones the north-east corner of the future Spine Road and McLaughlin Road CCV-BBB Zone which permits only non-residential uses on the ground floor of buildings, comprising a range of primarily service, retail, health, and office uses, and dwelling units such as apartments above, at a minimum height of 2 storeys and a maximum height of 8 storeys. The minimum yards are 0.3 m in accordance with the standard provisions of the CCV Zone and the maximum yards are to be regulated through Site Plan Control. All other regulations are in accordance with the CCV standard provisions. The General Provisions of the By-law permit a Village Square at the immediate corner of the two roads as a public park.

Lands for the two neighbourhood parks are zoned OS Zone which permits these uses and land comprising the Natural Heritage Features and associated buffers and the railway buffers are zoned EPA1 Zone, preserving these uses. Lands within the Greenbelt Plan area for the proposed SWM/access block on the draft plan are zoned EPA1-405 Zone which also currently applies to other lands in the Mayfield West Rural Service Centre (i.e. northeast corner of Hwy 401 & Kennedy Rd.) permitting these facilities.

The draft by-law contains special provisions for all zones in accordance with Section 45(1.4) of the *Planning Act*, which allow minor variance applications to be filed within 2 years of the by-law taking effect which would otherwise be prohibited.

2.2 Application for Draft Plan of Subdivision Approval

The application for Draft Plan of Subdivision Approval is for the draft plan in Appendix B, comprising 30.76 ha. The draft plan shows the creation of 104 single-detached lots, 82 semi-detached lots (164 units), 100 street townhouse lots, 137 rear-lane townhouse lots, and one block (Block A) for ground floor non-residential uses and 172 apartment units above, for a total of 677 dwelling units. Access to the dwellings are from Streets B, C, D and E which form a collector system (22 m ROW) with a temporary cul-de-sac, Streets F – P (18 m ROW) and Streets Q and R (16 m ROW) with a temporary cul-de-sac, and from Public Lanes S, T and U (8.0 m ROW) for the rear-lane townhouse dwellings. Block T is an emergency access for lands east of the railway corridor. Street A which forms a segment of the Spine Road in the Secondary Plan is 29 to 35 m ROW and the plan includes a widening along McLaughlin Road in accordance with the Town's planned 35 m ROW. Reserve blocks (0.3 m wide) are located along the limits of the roads which abut the Stage 2 development lands and around the temporary cul-de-sacs in order to coordinate cost sharing/access to services for Stage 2 and to ensure the orderly development of future lots within the cul-de-sacs.

Blocks J and K, 15 m wide, form a buffer from the OBRY Railway corridor which will accommodate a trail system. No safety berms within these blocks are contemplated due to the depressed nature of the railway tracks. Blocks H and I on the draft plan comprise provincially significant woodland and wetland features and associated buffers (see Section 5.7, Environmental Impact Study). Two neighbourhood parks (Blocks F, G) are located on each side of the railway to serve each neighbourhood. The plan is partially serviced by a SWM pond (Block L) in the Greenbelt Plan area with an access block (Block M) which will require a temporary access easement to the other Stage 1 lands until Stage 2 roads are deeded to the Town (see Section 5.7, Functional Servicing & Stormwater Management Report).

Lot depths are typically 32 m except that the rear-lane townhouse lot depths are 27 m. Interior frontage lots are typically 11.0 m for single-detached lots, 15.24 m (7.62 m/unit) for semi-detached lots, and 6.0 m for street and rear-lane townhouse lots, with corner lots and end unit lots being wider. The residential lots exceed the minimum lot frontage requirements in the requested zoning.

The draft plan has been revised to reflect comments made by the Town and Peel Region at the June 1st, 2017 Pre-Consultation (DART) Meeting whereby one emergency access was removed and local road links and walkway blocks were added to shorten the residential blocks and increase connectivity. The draft plan represents Stage 1 of the proposed development by Shanontown Developments Inc.; the north limit of the residential lands corresponds with the north limit of the Mayfield West Phase 2 Secondary Plan area and the rural settlement boundary. Stage 2 comprises an additional 27.34 ha. and requires Regional and Town Official Plan Amendments.

3.0 Subject Site & Context

The subject site (Figure 1) is located on the southern portion of 12461 McLaughlin Road, west side McLaughlin Road, between Mayfield Road to the south and Old School Road to the north, in the Town of Caledon. It comprises the first stage of a proposed 2-stage development. It is 30.76 ha. with approximate frontage along McLaughlin Road of 322 m. The Orangeville Railway corridor bisects the site into 2 parcels, the westerly parcel is 15.81 ha. and the easterly parcel is 14.95 ha.

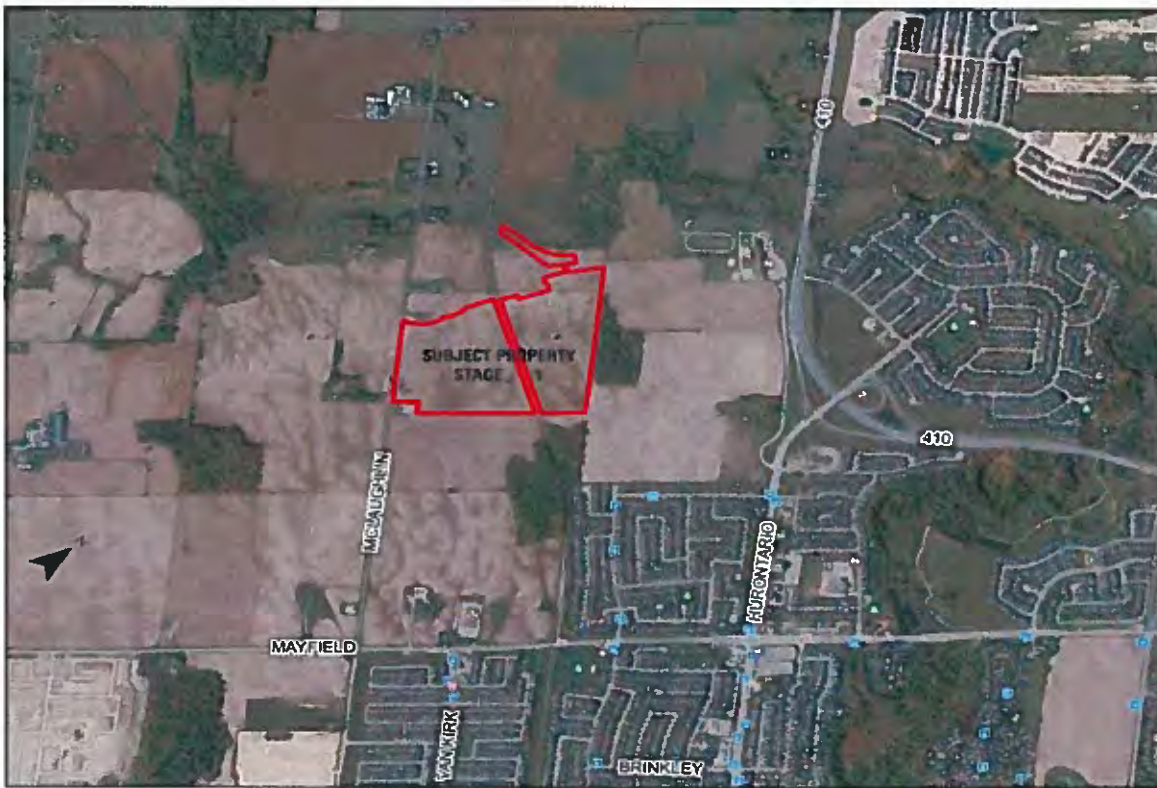


Figure 1 – Aerial View of Subject Site

The property at 12461 McLaughlin Road is in agricultural use with a dwelling and agricultural building fronting McLaughlin Road, immediately north of the Stage 1 limit. Three smaller properties with dwellings front McLaughlin Road which are bounded by 12461 McLaughlin Road. Within the proposed Stage 2 lands on the north-west portion of the property is a tributary to Etobicoke Creek (within the Greenbelt Plan area). Lands surrounding the subject are in agricultural use.

A Healthy Development Assessment Map filed under separate cover shows the various amenities, including schools, parks and transit stops in proximity of the site. The subject site and lands to the west, east and south are within the Mayfield West Phase 2 Secondary Plan and are planned for a variety of residential and supporting uses (see Section 5.6).

4.0 Current Planning Status

The site is subject to the policies of the Provincial Policy Statement 2014, the Places to Grow Plan 2017, and the Greenbelt Plan 2017. The Places to Grow Plan designates the site Greenfield Area (as shown in the Peel Region Official Plan) and Greenbelt Area. The Greenbelt Plan designates the proposed SWM pond block as Protected Countryside with a Natural Heritage System overlay.

The Region of Peel Official Plan identifies the site as part of a Rural Service Centre within the Mayfield West Phase 2 Settlement Area.

On May 25, 2017, the OMB issued its order approving the Town of Caledon's OPA 222 with modifications. As a result, the Town's Official Plan defines the subject site as part of the Mayfield West Phase 2 Secondary Planning Area within the Mayfield West Rural Service Centre. Schedule D of the Mayfield West Phase 2 Secondary Plan designates the subject site Low-Density Residential, Medium Density Residential, High Density Residential, Open Space Policy Area, Environmental Policy Area and Greenway Corridors on both sides of the railway corridor. A Conceptual Road Network is also shown along the south and north limits of the site and in a north-south direction within the west and east halves. The proposed SWM block is defined as part of the Greenbelt Plan Area. Schedule J of the Official Plan identifies McLaughlin Road as a Collector Road. The policies in Section 7.14.15.2 of the Secondary Plan address the width and design of McLaughlin Road and the Spine Road (Street A on draft plan). Town of Caledon Zoning By-law 2006-50 currently zones the site, including the proposed SWM pond block, Agricultural (A1) Zone, which permits Agricultural-related Commercial Use, Agricultural-related Industrial Use, Agri -Tourism Use, Accessory Apartment, Accessory Bunkhouse, Accessory Dwelling, Detached Dwelling, Farm, and Farm-based Alcohol Production Facility. The SWM pond block is south and adjacent to the Etobicoke Creek Tributary which is zoned EPA2 Zone.

5.0 Planning Analysis

5.1 Planning Act

The application for Draft Plan of Subdivision approval satisfies the following relevant criteria in Section 51(24) of the *Planning Act*:

- The application has regard to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the Town. The application provides housing accommodation, with a new public street system designed to avoid traffic conflicts with sidewalks on both sides of local, collector and arterial (Spine Road) streets and stormwater treatment. The applications propose a number of amenities on the site (neighbourhood parks, Village Square, ground floor commercial uses, and a trail system) and the Secondary Plan provides for a park with a recreational facility and a secondary school south of the site. The Transportation Master Plan proposes transit on the Spine Road and the collector system within convenient walking distance. Barrier free access will be required in accordance with provincial and Town requirements.
- The application has regard to the relevant matters of provincial interest as referred to in Section 2 of the *Planning Act*, including: the conservation of significant archaeological features (Stage 1 Archaeological Assessment identified these features and recommended a Stage 2 Assessment and the Cultural Heritage Impact Statement identified the need for a protection plan as a condition of approving the subject draft plan application for the James Giffen Farm House); efficient use and conservation of energy (amenities within walking distance, active transportation and transit); adequate provision and efficient use of transportation (transit/active transportation), water and wastewater services (Functional Servicing & Stormwater Management Report); orderly development of a safe and healthy community (road design/transit/active transportation/stormwater treatment); accessibility for persons with disabilities (Town sidewalk design standards); ensuring the financial and economic well-being of the province and Town (financial obligations in OPA 222); resolution of public/private planning conflicts; protection of public health and safety; development at an appropriate location for growth (Regional Official Plan); the provision of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and the promotion of built form that is well designed, encourages a sense of place and that provides for public spaces that are high quality, safe, accessible, attractive and vibrant (Community Design Plan & Urban Design Brief/Architectural Design Guidelines);
- The application is in the public interest as it is consistent with the PPS 2014, conforms to the provincial Growth Plan 2017, conforms to the Greenbelt Plan 2017, and conforms to the Town's Official Plan/Secondary Plan;
- The draft plan conforms to the intent of the Town's Framework Plan;
- The land is suitable for the purposes proposed;

- The number, width, location and proposed grades and elevations of highways, the adequacy of them, and the linking of established highways is appropriate as determined by the Transportation Impact Study, Transportation Master Plan, Functional Servicing & Stormwater Management Report, and the Community Design Plan;
- The draft plan of subdivision complies with restrictions on the land such as proposed zoning and drainage requirements;
- There will be adequate utilities and municipal services, and adequate schools for the proposal;
- The area of the SWM facility block to be conveyed to the Town is adequate;
- The plan is designed to encourage active transportation and transit with sidewalks on both sides of the street, collector streets designed to accommodate cycling, walkway blocks, and a trail system within the railway buffer, efficiently using and conserving energy; and,
- The draft plan design for the Townhouse, Rear-Lane Townhouse, and high density residential blocks is compatible with Site Plan Control matters.

5.2 Provincial Policy Statement 2014

The applications are consistent with the relevant policies of the PPS 2014 for the following reasons:

- The applications promote efficient development and a land use pattern that sustain the financial well-being of the Province, Region and the Town over the long term, and accommodate an appropriate range and mix of housing types and densities in meeting long-term needs and the projected requirements of current and future residents of the regional market area [Policies 1.1.1a & b) and 1.4.3.b) 1.].
- The applications maintain a density and a mix of uses which are appropriate for and efficiently use the land and the planned infrastructure and public service facilities, they minimize the negative impacts to air quality and climate change, and they promote energy efficiency, and support active transportation and transit [Policies 1.1.3.2a)1 to 5, and 1.4.3d)].
- The applications promote a cost-effective development pattern and zoning standards (reduced lot frontages, yards, relaxed maximum building area and minimum landscaping) to minimize land consumption and servicing costs (Policy 1.1.1e).
- The applications satisfy Policy 1.6.6.7 regarding stormwater management.
- The applications also implement and protect the provincially significant woodlands and wetlands along the eastern perimeter of the site in accordance with the policies in Section 2.1 of the PPS.

5.3 Growth Plan 2017

The applications conform to the relevant policies of the Growth Plan 2017 for the following reasons:

- According to the Region of Peel's Official Plan, the site is within the designated greenfield area. As per Policy 2.2.7.4a) of the Growth Plan, the Regional Official Plan's current minimum density target for the greenfield area continues to apply until the next municipal comprehensive review is approved; the Mayfield West Phase 2 Secondary Plan implements the Region's current minimum density target.
- In accordance with Policy 2.2.1.4, the applications assist in achieving a complete community as envisioned by the Secondary Plan: with a diverse mix of residential land uses and convenient access to local stores and services and public service facilities planned within the high density residential block and elsewhere in the Secondary Plan area; improve human health with opportunities for walking and cycling to various amenities; provide a diverse range and mix of housing options; expand convenient access to a range of transportation options for the safe, comfortable and convenient use of cycling and walking and to an appropriate supply of safe, publicly-accessible neighbourhood parks and trails and the planned recreational facility to the south of the site; ensure development of high quality compact built form with an attractive public realm through the draft plan design, Community Design Plan, and Urban Design Brief/Architectural Design Guidelines; mitigate and adapt to climate change impacts with the provision of transit and active transportation; and the applications integrate green infrastructure and low impact development (see Functional Servicing & Stormwater Management Report, Environmental Impact Study, Water Balance Assessment).
- The applications are supported by stormwater management plans in the Functional Servicing & Stormwater Management Report that conform to the criteria in Policy 3.2.7.2 of the Growth Plan.
- As per Policy 4.2.2.4 of the Growth Plan, the applications are subject to the natural heritage system as identified and protected in the Secondary Plan. The proposed SWM facility will be located outside of a settlement area, adjacent to a key hydrologic feature (Etobicoke Creek Tributary) which is supported by the EIS and which conforms to Policy 4.2.4 of the Growth Plan.
- A Cultural Heritage Impact Statement has been filed with the applications which identifies and makes recommendations to conserve cultural heritage resources in conformity to Policy 4.2.7.1 of the Growth Plan.

5.4 Greenbelt Plan 2017

The Greenbelt Plan 2017 designates the proposed SWM block on the draft plan (Block L) as Protected Countryside and subject to a Natural Heritage System overlay. The Plan identifies the Etobicoke Creek Tributary as a key hydrologic feature and the proposed SWM facility on the draft plan is separated from this feature by a 10 m wide buffer. The EIS and Functional Servicing & Stormwater Management Report filed with the applications (Section 5.7) conform to

the relevant policies of the Greenbelt Plan, including Policy 3.2.5. The location and design of the pond has been determined in consultation with the TRCA.

5.5 Region of Peel Official Plan

The Region of Peel Official Plan designates the subject site as Rural Service Centre and as part of the Mayfield West Phase 2 Settlement Area. Rural Service Centres are where growth is planned to occur in a phased manner. The Regional Plan's policies require the Town to prepare a Secondary Plan prior to release of the lands for residential development which has been satisfied by approval of the Mayfield West Phase 2 Secondary Plan. The Secondary Plan requires the completion of a health assessment as part of a complete application as required by the Regional Plan. A Healthy Development Assessment has been filed with the applications under separate cover. The applications for rezoning and draft plan approval conform to the Regional Official Plan.

The Regional Official Plan designates the area proposed for the SWM block on the draft plan (Block L) as Greenbelt Plan Area - Protected Countryside with a Natural Heritage System overlay. The Regional Official Plan policies reflect the Greenbelt Plan 2005 policies and the applications conform to the Regional Official Plan policies for the same reasons they conform to the Greenbelt Plan, 2017.

5.6 Town of Caledon Official Plan & Mayfield West Phase 2 Secondary Plan

Schedule D of the Mayfield West Phase 2 Secondary Plan designates the subject site Low-Density Residential, Medium Density Residential, High Density Residential, Open Space Policy Area, Environmental Policy Area and Greenway Corridors on both sides of the railway corridor. A Conceptual Road Network is also shown along the south and north limits of the site and in a north-south direction within the west and east halves. The proposed SWM block is defined as part of the Greenbelt Plan Area. Schedule J of the Official Plan identifies McLaughlin Road as a Collector Road. The policies in Section 7.14.15.2 of the Secondary Plan address the width and design of McLaughlin Road and the Spine Road (Street A on draft plan).

The draft zoning by-law and draft plan conform to the land use designations in the Secondary Plan which are further detailed by the Community Design Plan (see below). The residential provisions in the draft zoning by-law reflect the most recent zoning developed by the planners for the Mayfield Station Landowners Group Inc. in consultation with Town staff. With the exception of the High Density Residential block (Block A on the draft plan), the draft by-law zones all of the residential free-hold lots Mixed Density Residential – Exception AAA (RMD – AAA) Zone which permits single and semi-detached dwellings, and townhouse dwellings (conventional and rear-lane). The draft by-law zones the High Density Residential block Village Core Commercial – Exception BBB (CCV-BBB) Zone which permits a range of primarily service, retail, health, and office uses, and dwelling units such as apartments above, at a minimum height of 2 storeys and a maximum height of 8 storeys in accordance with Section 7.14.5.5 of the Secondary Plan. The railway buffer blocks and the Natural Heritage Feature blocks are to be zoned EPA1 Zone with uses that conform to Section 7.14.16.1.3 of the Secondary Plan. As per policy 7.14.16.1.2 of the Secondary Plan, these blocks on the draft plan will need to be deeded to the Town or TRCA which can be implemented through conditions of draft plan approval.

Section 7.14.4.1.5 of the Secondary Plan requires that the subject development conform to the planning and design vision, goals and recommendations in the Comprehensive Environmental Impact Study & Management Plan, Water & Wastewater Servicing Study, Transportation Study, and Community Design Plan. The subject applications conform to these studies as follows:

- An Environmental Impact Study (EIS) by Dillon Consulting has been filed with the applications which conforms to the Comprehensive Environmental Impact Study & Management Plan (see Section 5.7).
- A Functional Servicing & Stormwater Management Report has been filed by DSEL with the applications, which conforms to the most recent version of the Water & Wastewater Servicing Study for the community (see Section 5.7). This report and the EIS support the policies of the Town's Official Plan including the Secondary Plan's policies in Section 7.14.17.3 for stormwater management facilities.
- LEA Consulting Ltd. has prepared a Transportation Impact Study and PMG Planning Consultants has prepared a Proposed Parking Plan (see Section 5.7), which support the applications and which conform to the community Transportation Study.
- The applications conform to the planning and design vision, goals and recommendations of the Community Design Plan as indicated below. Section 9.3.1 of the Community Design Plan recognizes that there may be departures from the Plan (which includes the approved Framework Plan), and provides that the Control Architect will review the Draft Plan of Subdivision application, in conjunction with the Urban Design Brief or Urban Design Guideline documents as may be required, to understand if the changes are appropriate and desirable.
 - The draft plan in Appendix B conforms to the general intent of Figure 2.4 – Mayfield West Phase 2 Endorsed Framework Plan, 2013, by providing a grid road system, a mix of Low, Medium and High Density Residential uses, 2 neighbourhood parks, buffer blocks on each side of the railway corridor, blocks for the protection of Natural Heritage Features, and a Stormwater Pond Facility outside of the Mayfield West Phase 2 limit at the conceptual locations shown in the Framework Plan. It is anticipated that the Town will amend the Framework Plan to reflect the conceptual road network (collector roads) shown on Schedule D of the Secondary Plan which is reflected on the draft plan. The draft plan is also reflective of the design guidelines in the Community Design Plan. Street and lane right-of-way widths on the draft plan reflect the cross-sections in the Community Design Plan. To more closely conform to the intent of the Framework Plan and Town/Peel Region comments provided at the Pre-Consultation (DART) Meeting, the draft plan has been revised by extending Street B (labelled Street K) east to the railway corridor (removing a previous temporary turning circle), shifting Street H between Streets C and Q south, by adding 3 walkway blocks to break up the length of the residential blocks and to increase connectivity, and by removing an emergency access block from the Spine Road (Street A) on the west side of the railway corridor.

- The lot frontages and townhouse building lengths (8 units maximum) shown on the draft plan and the minimum lot frontages, maximum heights and minimum yards in the draft zoning by-law conform to the intent of the Community Design Plan. Both documents promote a compact built form and density to achieve the population and employment targets set out in Section 7.14.4.1.2 of the Secondary Plan which conforms to the Regional Official Plan and Growth Plan 2017 and which is consistent with the PPS 2014. The minimum yards in the draft by-law for the High Density Residential block (Block A on draft plan) to be zoned CCV- BBB Zone is 0.3 m and the maximum yards are to be regulated through Site Plan Control to allow setbacks to be minimized adjacent roadways and the village square as per Guideline 8.5.3 of the Community Design Plan. The 15 m wide railway buffer blocks and the areas of 2 neighbourhood park blocks on the draft plan conform to the Community Design Plan.
- Mbtw/wai has submitted an Urban Design Brief, dated November 2017, and wai has submitted Architectural Design Guidelines for Residential Architecture, dated November 2017, which conform to and supplement the guidelines in the Community Design Plan (see Section 5.7 – Supporting Studies). The Town has the ability to implement these guidelines through Site Plan Control depending on the class of development and through conditions of draft plan approval.

In accordance with Section 7.14.5.1.4 of the Secondary Plan, adequate off-street parking has been ensured for the lots fronting onto the collectors in terms of minimum front yard setbacks to garages and garage space dimensions, and larger semi-detached with twinned driveways and single-detached lots rather than street townhouse lots front the collectors to minimize the number of driveway connections (see Section 5.7).

The Secondary Plan's Spine Road, Street A on the draft plan, crosses the OBRY. This road is the only road in the Secondary Plan area permitted to cross the OBRY and is subject to the criteria in Section 7.14.7.2.6 of the Secondary Plan.

The Secondary Plan (Section 7.14.17.3.4) recognizes that the proposed SWM facility and access block on the draft plan (Blocks L & M) may be located within the Greenbelt Plan area and are subject to the Town's Official Plan parent policies for the Greenbelt Plan area in Section 7.13, and particularly the infrastructure policies in Section 7.13.4.3. The Functional Servicing & Stormwater Management Report and the Environmental Impact Study as discussed in Section 5.7 of this report, support these policies and all applicable Official Plan policies.

A western portion of the subject lands are subject to Section 7.14.19 of the Secondary Plan regarding the GTA West Transportation Corridor Planning and Environmental Assessment Study which require MTO release for development. As of December 2015, the Ministry of Transportation suspended the EA for this project.

In accordance with the Secondary Plan, Glen Schnarr & Associates Inc. has filed a revised Community Wide Development Staging & Sequencing Plan (DSSP), dated July 2017 (under Town review at the time of writing), which considers the subject applications within a community context. It provides: a Framework Plan which refines the Framework Plan in the Town's Community Design Plan; development staging; transit staging (transit along the Spine Road by

2020 and transit on the internal collectors by 2022); and statistics and a development schedule for implementing the population and employment targets in Section 7.14.4.1.2 of the Secondary Plan. The Community Wide DSSP's Framework Plan generally reflects the draft plan for the subject lands. As of the date of this report, the location for affordable housing had not been determined. Development staging for lands west of the railway corridor on the draft plan is estimated for 2019 and for the east side of the railway corridor is estimated for 2020. The first subdivision registrations in MW2 are expected in 2019 (including the west portion of the subject lands) and satisfactory arrangements must be made for the provision of access and connection of the Spine Road and the Spine Road Connection to the satisfaction of the Town and the affected landowner. Building permit issuance for the subject lands is projected from 2019 to 2023. The Community Wide DSSP projects a resident population for the proposed draft plan of 1,936 which contributes to a net residential density for Stage 1 of MW2 of 38.9 uph and contributes to a population/job density of 68.5 per hectare. It should be noted that Block A on the draft plan as per Secondary Plan policies, will generate additional population related jobs from non-residential ground floor uses. A Site Specific Staging Plan Conformance Letter has been filed by DSEL which conforms to the Community Wide DSSP and is discussed in Section 5.7 of this report.

5.7 Supporting Studies

Environmental Impact Study

Dillon Consulting has completed a scoped Environmental Impact Study for the Stage 1 lands, dated November 2017. The report was prepared to review and verify the findings of the EIS/EIR for the landowners framework plan (Hensel Design Group Inc., Oct. 2017), to confirm the existing conditions of the natural environment and potential development limits, the environmental impacts of development, and to recommend the necessary mitigation, restoration and enhancement measures to preserve/restore natural features. The report notes that the Provincially Significant Wetlands and Woodlands along the eastern boundary of the site were previously staked by the MNRF and that the setbacks/buffers were determined by joint field work which resulted in a minimum setback/buffer of 30 m from wetlands and 10 m from the drip line with trails permitted within. The buffer from staked top-of-bank along Etobicoke Creek will be 10 m. The proposed SWM pond is recognized as permitted within the Greenbelt Plan area with the outfall to be located to minimize impacts to the valley stream system. Restoration Plans for buffer stabilization/restoration have been included in the report. The report also provides for: mitigation measures relating to wildlife and buffers where park landscape and open space restoration plan designs are planned; principles to be included in the restoration and enhancement planting plan; strategies for wildlife impact prior to and during construction; stormwater impacts as outlined in the DSEL report; water balance issues as outlined in the Geopro report; erosion and sediment control measures; and the need for an environmental monitoring plan.

Hydrogeological Investigation

GeoPro Consulting Limited completed a Hydrogeological Investigation, dated October 2, 2017. Among the findings and recommendations are: that a water well survey on the residential properties adjacent the subject site be conducted with a monitoring program as construction dewatering may lower water levels; McLaughlin Road, dwellings adjacent the site and the

OBRY tracks may be susceptible to potential settlement from construction dewatering and a number of measures are recommended before dewatering; construction of the SWM ponds may have an impact on the northerly creek and therefore a surface water baseline study and monitoring program should be conducted pre- and during the construction with input from the Conservation Authority; dewatering discharge may result in erosion on the land surface and/or in the creek channel and erosion control may have to be considered; a groundwater monitoring program is required during construction dewatering; and all monitoring wells must be decommissioned.

Water Balance Assessment

GeoPro Consulting Limited has completed a Water Balance Assessment for Stage 1 of the development, dated October 31, 2017. The Assessment finds that the post-development water balance without any mitigation measures results in about 36% less infiltration and an increase in surface runoff of about 3.5 times compared to pre-development. In order to increase infiltration volume in the post-development stage, it is recommended that design measures be applied to direct rooftop drainage from low and medium density residential land uses to pervious grassed areas (i.e. lawns, side/back yards, other open space areas) where the topsoil depth would be increased to assist with water retention and provide a longer duration for infiltration to occur. In order to further increase post-development infiltration, Low Impact Development (LID) measures are recommended such as permeable pavements, rain gardens, bioswales, subsurface infiltration trenches and vegetated swales. This will result in surface runoff increasing by about 2.2 times pre-development runoff volume which will need to be appropriately addressed.

Environmental Site Assessment

GeoPro Consulting Limited completed a Phase 1 ESA, dated December 23, 2016, and a Phase 2 ESA, dated December 28, 2016.

The Phase 1 ESA found potentially contaminating activities on and adjacent the subject site, and based on further analysis, areas of potential environmental concern. The potentially contaminating activities related to gasoline and associated products storage and the rail yards, tracks and spurs. Consequently, a Phase 2 ESA was recommended.

The Phase 2 ESA found that the soil samples satisfied the applicable MOECC Table 1 Standards and that no contamination or impact was found in the areas with potential environmental concern as identified in the Phase 1 ESA. GeoPro recommended that no further subsurface investigation be required at this time.

Arborist Report and Tree Preservation Plan

The Tree Specialists Inc. have completed an Arborist Report & Tree Preservation Plan, revised November 29, 2017, which identifies 36 existing trees on property adjacent to the Stage 1 lands greater than 10 cm diameter, and 86 existing trees on the Stage 1 lands greater than 10 cm diameter. Forty-five trees are recommended to be removed because they are in conflict with proposed construction, are dead, or are in poor declining condition. A number of mitigation measures are recommended to ensure that the proposed construction does not adversely affect

the long-term health, safety and/or existing condition of any tree scheduled for preservation. The report's recommendations can be implemented through conditions of draft plan approval.

Environmental Noise Feasibility Study

Valcoustics Canada Ltd. has completed an Environmental Noise Feasibility Study, dated September 19, 2017, which examines noise impact on the proposed development from existing and future road traffic sources, rail sources, the Brampton Airport, and from existing and future stationary noise sources. Except for McLaughlin Road, all other existing road noise is too far removed to cause significant noise impact. Future road noise sources with impacts include McLaughlin Road, the Spine Road, and the collector roads in the development. The rear outdoor amenity area of the majority of the dwellings adjacent the OBRY benefit from the acoustical screening provided by the dwelling itself and the predicted sound levels in the amenity areas which satisfy provincial guidelines; the rail lines are below the grade of these units and no acoustical fencing is required. A small portion of the site is within the NEF 25 contour of the airport. Noise impact from existing stationary sources was determined as not significant and the only potential significant noise from future stationary sources would be from the planned surrounding land uses and the high density block on the draft plan which would need to be designed to mitigate adverse impact at the site plan stage.

The report recommends that 1.8 m and 2.2 m high sound barriers be constructed for the flankage and rear yards of lots in proximity to McLaughlin Road, the Spine Road and the collector roads; that mandatory air conditioning be provided in the dwellings immediately facing McLaughlin Road and the Spine Road; and that provision for adding air conditioning be provided for dwellings adjacent the collector roads and the high density block, and in proximity to McLaughlin Road, the Spine Road, and the railway corridor.

Railway Vibration Study

Valcoustics Canada Ltd. has completed a Railway Vibration Study, dated September 19, 2017. The Study finds that the measured on-site ground-borne vibration velocity magnitudes closest to the proposed dwellings, due to railway train pass-bys, are below the vibration limits as recommended by the Federation of Canadian Municipalities and the Railway Association of Canada. No mitigation measures are required.

Archaeological Assessment

Historic Horizon Inc. completed a Stage 1 Archaeological Assessment, dated December 17, 2008, for the subject lands and surrounding lands. The Assessment concludes that the subject site is considered to contain high archaeological potential for both Aboriginal and Euro-Canadian archaeological sites. It is recommended that a Stage 2 Archaeological Assessment be completed for the subject site, wherever the lands have not been disturbed by existing 20th Century structures (buildings, roads). The Town can secure further assessments and any required conservation measures through conditions of draft plan approval.

Cultural Heritage Impact Statement

Wayne Morgan, Heritage Planner, has completed a Cultural Heritage Impact Statement, revised and updated October 2017. The Statement concludes that the James Giffen Farm House at 12461 McLaughlin Road, within the Stage 2 lands, warrants conservation in situ under the *Ontario Heritage Act*. The Statement recommends that the house be designated under Part IV of the Act; that as draft plan conditions for Stage 1 approval of the development, that the owner prepare and implement a Protection Plan for the house and provide financial security to the Town to provide protection during the development process; that the Town require the owner of Stage 2 of the development to retain the house in situ and that new development adjacent the house be designed in a sympathetic and compatible manner as described in the Statement; and that the draft plan conditions for Stage 2 require the owner to provide a Conservation Plan for the house and the land on which it is located, enter into a Heritage Easement Agreement to provide permanent protection for the house, commemorate the heritage values of the property as described in the Statement, and provide financial security to the Town to implement the draft plan conditions.

Site Specific Staging Plan Conformance Letter

DSEL has completed a Site Specific Staging Plan Conformance Letter, dated August 1, 2017, which concludes that the subject site will be developed in accordance with the community-wide DSSP and the community-wide FSR. It is DSEL's expectation that the site will be fully serviced by the end of Year 2 development (2018) or early Year 3 development (early 2019), including local services, subject to the projects outlined in Tables A and C of the Letter proceeding with the timelines in the community-wide DSSP. The Letter discusses the timing of stormwater management, water and wastewater services, which form the bases of the proposed staging of development. Servicing is also detailed in the Functional Servicing & Stormwater Management Report by DSEL, dated November 2017. The Letter has been submitted to satisfy the requirements of Section 7.14.4.4 of the Mayfield West Phase 2 Secondary Plan.

Functional Servicing & Stormwater Management Report

DSEL has provided a Functional Servicing & Stormwater Management Report, dated November 2017. The report evaluates the existing, external, and proposed water and wastewater services and stormwater management requirements; conceptual servicing concepts are provided. It demonstrates that these services are available in accordance with Town and Regional criteria, the subwatershed study, hydrology update, and the Community Functional Servicing Report by Urbantech.

Stormwater management for the subject applications will be accommodated in the SWM pond on the site (Block L of draft plan) and in two ponds outside. A functional level of detail is provided for both SWM ponds in Stages 1 and 2 of the Shanontown development which includes sediment drying areas, access roads, and emergency overflow routes to the Etobicoke Creek valley. Enhanced (Level 1) Water Quality Control is proposed. A number of thermal mitigation measures for the Shanontown ponds are presented as recommended by the Community FSR. The report recommends Low Impact Development (LID) strategies, conforming to the recommendations of the Community FSR and Subwatershed Study, which include increased topsoil depths on lots and pond blocks, roof leaders discharging to pervious

surfaces, and swales where feasible at various locations. Recommendations for an Erosion and Sediment Control Strategy are discussed and a conceptual grading plan is presented in the report.

Geotechnical Investigation

GeoPro Consulting Limited has completed a Geotechnical Investigation, dated August 2, 2017, which examines subsurface conditions and makes recommendations regarding subgrade preparation and engineered fill, foundation conditions, roads, site servicing, storm water management ponds, and the development of the high density block (preliminary). The report also makes general conclusions on soil quality and discusses future monitoring and testing. Numerous detailed findings and recommendations are presented in the report in regard to these matters and readers should refer to the report. The recommended matters can be secured through conditions of subdivision and site plan approvals and do not raise any concerns regarding the feasibility of development.

Transportation Impact Study

LEA Consulting Ltd. has prepared a Transportation Impact Study, dated Sept. 29, 2017, based on the proposed draft plan residential unit count and assuming 465 sq. m of retail leasable area for the high density block. The Study examines existing and future traffic conditions for both 2018 opening day and 2021 full build-out. Recommended improvements for 2018 opening day include signal optimization for the Mayfield/McLaughlin and Mayfield/Chinguacousy intersections, and traffic monitoring for the unsignalized McLaughlin/Old School intersection to determine if the 2021 recommended turning lane improvements should be implemented at some earlier date. Recommendations for full build-out of 2021, include lane and signal timing improvements at the Hurontario/Mayfield intersection; optimizing the signal timing at the Robertson/Mayfield intersection; lane improvements at the McLaughlin/Old School intersection; and signalization of the Spine/Street C intersection being delayed until full build-out. A number of Traffic Calming measures are also recommended by the Study.

The Study reviews the parking standards for the proposed dwellings as cited in the Town's zoning by-law and TMP and determines that 327 on-street (visitor) parking spaces would be needed, requiring 3,880 metres of curb space (see- Proposed Parking Plan).

Proposed Parking Plan

A Proposed Parking Plan for Stage 1 of the development has been prepared by PMG Planning Consultants, dated November 20, 2017. Based on the TMPs recommended visitor parking rates of 1 space per single and semi-detached dwelling and 0.5 space per townhouse dwelling, the required on-street parking is 387 parking spaces and the Proposed Parking Plan shows that 468 on-street parking spaces can be accommodated (not accounting for hydrant locations to be determined). The LEA Consulting Ltd. Transportation Impact Study evaluated the required visitor parking using the Town's Zoning By-law 2006-50 standards of 1 space per single and semi-detached dwelling and 0.25 space per townhouse dwelling, requiring a total of 327 on-street parking spaces. Although Stage 1 of the Shanontown lands can accommodate the required on-street parking under both the TMP and Zoning By-law standards, PMG considers the standards in both documents as too high for many of the same reasons as outlined in its

Planning Justification Report for the A-Major Homes (Ontario) Inc. applications, dated May 1, 2017.

Urban Design Brief

mbtw & wai has completed an Urban Design Brief, dated November 2017 which includes a vision statement and guiding principles, and guidelines addressing the proposed built form, streetscape, parks and public space, and the SWM pond. The Brief is designed to achieve and support the goals and objectives in the Community Design Plan. It contains a Priority Lot Plan; the guidelines for these lots are within the Community Design Plan and the Architectural Design Guidelines by wai. Gothic Revival Architectural Style is the intended design for all corner lots on collector and arterial roads. Guidelines have been included for the Spine Road and the Urban Village Centre which are Special Character Areas. Fencing guidelines, harmonized with the recommendations from the Environmental Noise Feasibility Study are included. The Town has the ability to implement these guidelines, depending on class of development, through Site Plan Control, and/or through conditions of draft plan approval.

Architectural Design Guidelines

Wai has submitted Architectural Design Guidelines for Residential Architecture, dated November 2017 (not required for complete applications) which outlines the community structure and the architectural vision and design goals and objectives, and which provide design guidelines for the McLaughlin Road streetscape, community streetscapes, low and medium density residential development, and high density residential development. The Guidelines complement the Town's approved Community Design Plan and include a Focal Lot Plan of Gothic Revival Architectural Style and a Priority Lot Plan. The low and medium density residential guidelines cover topics such as building elevations, projections, main entry design/detailing, porches and verandas, exterior building materials, roofs, fenestration, garage treatment/location, adverse grading conditions, utilities/mechanical equipment, signage and lighting. The high density residential guidelines cover massing/roof lines, building elevations, consistency of details, and building entrances. A design review process utilizing a Design Control Architect is proposed.

Parks Facility Fit

Mbtw/wai has prepared Parks Facility Fit material, dated November 2017. Illustrations of proposed park amenities, guidelines, and concepts are provided for the 2 neighbourhood park blocks on the draft plan (Block F and G). The concepts include pathway connections, playground pods/open play areas, seating areas, bike racks and soft landscaping. This material supports the guidelines of the Community Design Plan.

Pedestrian & Multi-Use Linkages

Mbtw/wai has prepared Pedestrian & Multi-Use Linkages material, dated November 2017, which provides guidelines and a linkage concept for sidewalks, pedestrian walkways, cycling lanes, and green system trails (within the railway buffer) for the Stage 1 lands. The concept supports the Town's Development Standards, Policies and Guidelines, and the Community Design Plan.

6.0 Conclusion

The applications for rezoning and draft plan of subdivision approval seek to permit the development of 677 dwelling units comprising 104 single-detached units, 164 semi-detached units, 100 street townhouse units, 137 rear-lane townhouse units, and 172 apartment units with ground floor non-residential uses, on new public lanes, local and collector roads, and a Spine Road. The applications also provide for a village square, 2 neighbourhood parks, 2 blocks for the protection of Natural Heritage Features, and a stormwater management pond.

Based on the forgoing in this report, it is our opinion that the applications as supported by the studies, satisfy the relevant requirements of the *Planning Act*, Provincial Policy Statement 2014, Growth Plan 2017, Greenbelt Plan 2017, Region of Peel Official Plan, and the City's Official Plan including the Mayfield West Phase 2 Secondary Plan. The applications also achieve 40 of 46 possible points or 87% (Gold) under Peel Region's Healthy Development Assessment.

In our opinion, the applications represent good planning, are in the public interest, and should be approved.

PMG PLANNING CONSULTANTS



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