
PLANNING JUSTIFICATION REPORT

TOWN OF CALEDON
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Sept.29, 2020

APPLICATION FOR DRAFT PLAN OF SUBDIVISION

FP Mayfield West (Caledon) Inc.

12529 Chinguacousy Road,
Town of Caledon
Part Lot 20, Concession 2 WHS

September 2020
GSAI File # 400-006

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**Planning Justification Report
Draft Plan of Subdivision
12529 Chinguacousy Road
Town of Caledon**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by FP Mayfield West (Caledon) Inc. to assist in obtaining the necessary planning approvals to allow for the development of 205 residential units on the subject lands with access from Chinguacousy Road. The proposed residential dwellings include 78 detached dwellings, 89 standard townhouse dwellings and 38 rear-lane townhouse dwellings. The subject lands are located on the east side of Chinguacousy Road and north of Mayfield Road in the Town of Caledon and are municipally known as 12529 Chinguacousy Road. A Pre-consultation Meeting was held on July 30, 2020 to discuss the proposed development concept and application process with Town staff.

The lands are subject to Region of Peel Official Plan Amendment No. 34 (ROPA 34), that was approved by Regional Council on September 10, 2020 and facilitates the expansion of the Mayfield West settlement area boundary to include the Mayfield West Phase 2 Stage 2 (MW2-S2) lands. To implement ROPA 34, a local Official Plan Amendment has been proposed by the Town of Caledon (LOPA 255) which will amend the existing MW2 Secondary Plan and re-designate the west portion of the subject lands to “Low Density Residential”, “Medium Density Residential” and “Environmental Policy Area”. The east portion of the subject lands are to remain designated as “Prime Agricultural Area” and “Environmental Policy Area” within the Greenbelt Plan Area.

On July 10, 2020, the Province of Ontario issued a Municipal Zoning Order (MZO) which established new zoning for the MW2-S2 lands in accordance with ROPA 34 and LOPA 255. The MZO zoned the west portion of the subject the lands for *Low Density Residential* and *Medium Density Residential* permitting a range of detached, semi-detached and townhouse dwellings. The remainder of the subject lands located within the Greenbelt Plan Area continue to be zoned *Agricultural 1 (A1)* and *Environmental Policy Area 2 (EPA2)* in the Town of Caledon Zoning By-law 2006-50 which permits agricultural uses along with as-of-right public uses.

The purpose of this Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the Provincial Policy Statement, Growth Plan, Greenbelt Plan, the Region of Peel Official Plan, the Town of Caledon Official Plan, Mayfield West Phase 2 Secondary Plan, Mayfield West Phase 2 Community Design Plan and recent Minister Zoning Order.

2.0 SITE AND SURROUNDINGS

The lands are municipally addressed as 12529 Chinguacousy Road and are legally described as, Part Lot 20, Concession 2 WHS. The total area of the property is 41.9 ha (103.5 ac), however, only 19.43 ha (48.01 ac) is subject to the draft plan of subdivision application which encompasses the western and southern portion of the overall property extending to the centreline of the Etobicoke Creek. A small area at the very north end of the property has been left out of the Draft

Plan of Subdivision so as to not landlock the adjacent lands and to permit their continued farming as the site awaits development. The lands are currently vacant and used for agricultural purposes. A tributary to the Etobicoke Creek traverses the subject property. *Figure 1 - Aerial Context* illustrates the location of the subject lands and existing condition of the site and surroundings.

The surrounding area is characterized by existing agricultural and natural heritage system lands to the north, east and west of the subject lands. To the south are lands also subject to the Mayfield West settlement area boundary expansion and are intended for future development which include a mix of uses. Upon full build out of the area, above and beyond the residential uses, the nearby surrounding neighbourhood will include NHS trail connections, a future public park, a public elementary and secondary school and commercial uses that will serve residents of the proposed development. *Figure 2 – Development Concept & Context Plan* illustrates the planned mix of uses for the Mayfield West community.

3.0 PROPOSED DEVELOPMENT

3.1 Development Concept

As shown in *Figure 2 – Development Concept & Context Plan*, the proposed development consists of a mix of residential and open space uses and internal road network. A total of 205 residential units are proposed consisting of eighteen (18) 9.15 m (30 ft) single detached dwellings, sixty (60) 11 m (36 ft) single detached dwellings, eighty-nine (89) 6.1 m (20 ft) standard townhouse dwellings and thirty-eight (38) 7.6 m (25 ft) rear lane (dual frontage) townhouse dwellings.

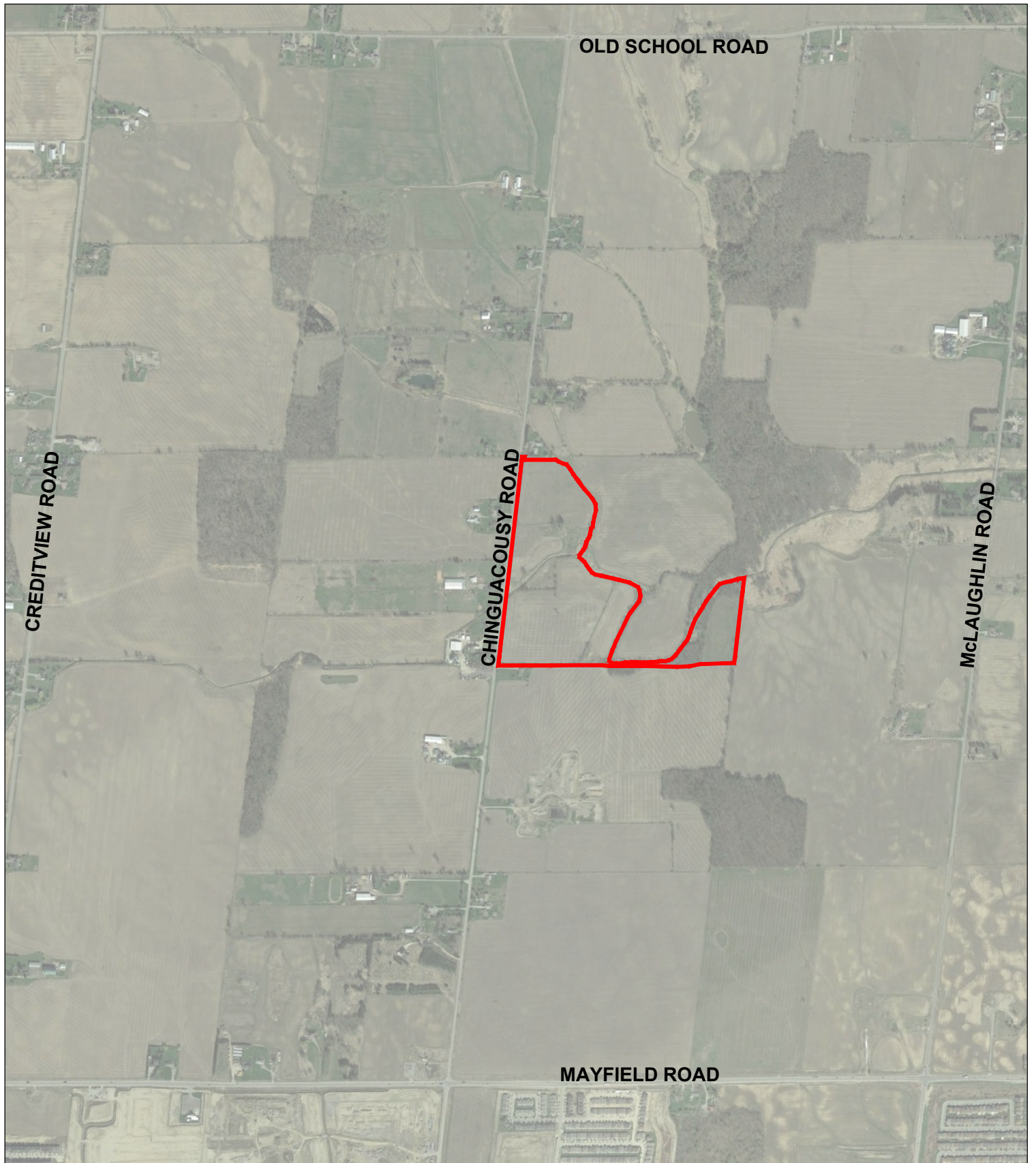
Road connections are proposed in three locations on Chinguacousy Road (Street A and Street D) as well as a 4th local road connection (Street B) to the future development to the south. Sidewalks are proposed along one side of Street A, Street B, Street C, and Street D as well as along Chinguacousy Road (to be constructed by the Town when Chinguacousy Road is urbanized). A total of 65 on-street parking spaces are available in select locations and the balance of the parking requirements will be provided for within the 120 surplus off-street parking spaces.

A total of 11.6 ha (28.7 ac) is provided for two Environmental Policy Area Blocks proposed in the centre of the subject lands that will accommodate the existing watercourse and the Greenbelt. Several additional acoustical buffer blocks, open space blocks and servicing blocks are also proposed.

3.2 Proposed Draft Plan of Subdivision

To facilitate the proposed development, approval of a Draft Plan of Subdivision is required.

The Draft Plan of Subdivision shown in *Figure 3 – Draft Plan of Subdivision* has been filed in order to implement the proposed configuration of uses within the proposed development. Table 1 below provides a land use summary of the Draft Plan of Subdivision components.



CREDITVIEW ROAD

OLD SCHOOL ROAD

CHINGUACOUSY ROAD

McLAUGHLIN ROAD

MAYFIELD ROAD

FIGURE 1

AERIAL CONTEXT PLAN

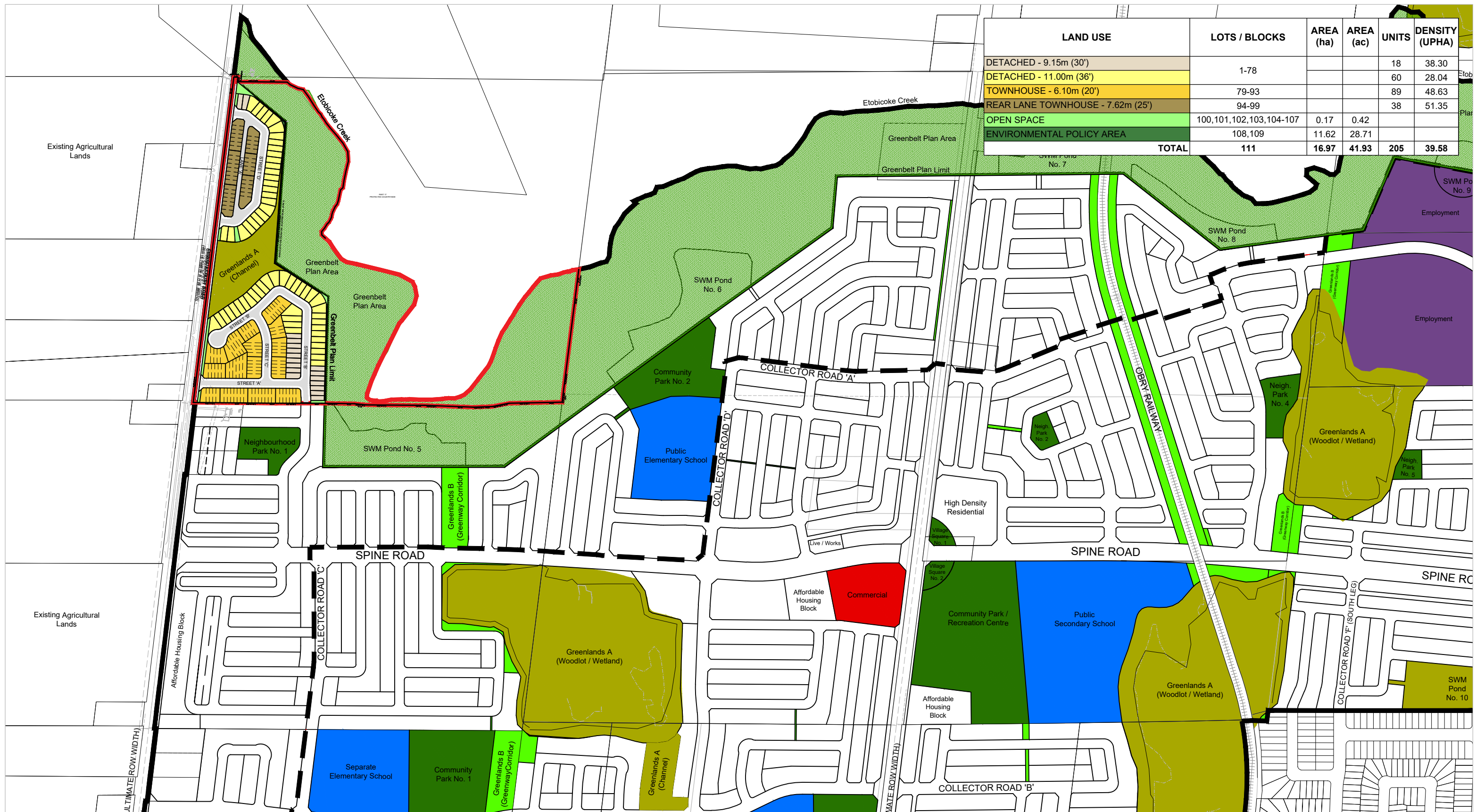
 SUBJECT PROPERTY



SCALE 1:15,000
SEPTEMBER 8 2020

PART OF LOT 20, CONCESSION 2, W.H.S.
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL





LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 9.15m (30')				18	38.30
DETACHED - 11.00m (36')	1-78			60	28.04
TOWNHOUSE - 6.10m (20')	79-93			89	48.63
REAR LANE TOWNHOUSE - 7.62m (25')	94-99			38	51.35
OPEN SPACE	100,101,102,103,104-107	0.17	0.42		
ENVIRONMENTAL POLICY AREA	108,109	11.62	28.71		
TOTAL	111	16.97	41.93	205	39.58

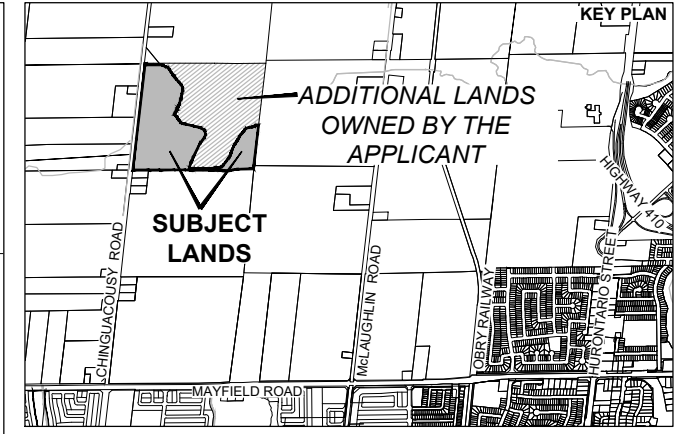
FIGURE 2
DEVELOPMENT CONCEPT & CONTEXT PLAN

PART OF LOT 20, CONCESSION 2, W.H.S.
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL

- Subject Property
- General Commercial
- Greenbelt Plan Area
- Employment Area
- Institutional
- Greenway Corridor
- MW2 Boundary (Stage 1 & Stage 2)
- Environmental Policy Area & Stormwater Pond Facility
- Neighborhood/Community Park
- Stage 1 / 2 Boundary

SCALE NTS
 SEPTEMBER 8, 2020

GSAI
 Glen Schnarr & Associates Inc.

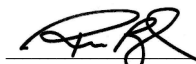


**DRAFT PLAN OF SUBDIVISION
FP MAYFIELD WEST (CALEDON) INC.**

FILE # 21T-_____

PART OF LOT 20, CONCESSION 2, W.H.S.
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

SIGNED:  DATE: AUG. 13, 2020
RON BARUCH, A.S.O.
FP MAYFIELD WEST (CALEDON) INC.

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

SIGNED:  DATE: AUG. 18, 2020
ALISTER SANKEY, O.L.S.
DAVID B. SEARLES SURVEYING
4255 SHERWOODTOWNE BOULEVARD, SUITE 206
MISSISSAUGA ON, L4Z 1Y5
TEL.: (905) 273-6840

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPHA)
DETACHED - 9.15m (30')	1-78	0.47	1.16	18	38.30
DETACHED - 11.00m (36')		2.14	5.29	60	28.04
TOWNHOUSE - 6.10m (20')	79-93	1.83	4.52	89	48.63
REAR LANE TOWNHOUSE - 7.62m (25')	94-99	0.74	1.83	38	51.35
OPEN SPACE	100,101	0.05	0.12		
SERVICING BLOCK	102,103	0.04	0.10		
ACOUSTIC BUFFER	104-107	0.08	0.20		
ENVIRONMENTAL POLICY AREA	108,109	11.62	28.71		
ROAD WIDENING	110	0.45	1.11		
0.3m RESERVE	111	0.00	0.00		
8.0m LANEWAY R.O.W. (179m)		0.15	0.37		
18.0m LOCAL R.O.W. (997m)		1.86	4.60		
TOTAL	111	19.43	48.01	205	39.58

NOTES

- LANEWAY TO LOCAL TRIANGLE - 3.0m x 3.0m
- LOCAL TO LOCAL RADII - 5.0m
- LOCAL TO ARTERIAL ROAD TRIANGLE - 7.5m x 7.5m
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC

FIGURE 3
DRAFT PLAN OF SUBDIVISION

SCALE 1:1500
(24 x 36)
SEPTEMBER 8, 2020



Table 1. Draft Plan of Subdivision Land Use Breakdown

Land Use	Lots/Blocks	Area (ha)	Area (ac)	Units	Density (UPHA)
Detached – 9.15 m (30 ft)	1-78	0.47	1.16	18	38.3
Detached – 11 m (36 ft)		2.14	5.29	60	28.04
Townhouse – 6.1 m (20 ft)	79-93	1.83	4.52	89	48.63
Rear Lane Townhouse – 7.62 (25 ft)	94-99	0.74	1.83	38	51.35
Open Space	100 & 101	0.05	0.12		
Servicing Block	102 & 103	0.04	0.10		
Acoustic Buffer	104-107	0.08	0.20		
Environmental Policy Area	108 & 109	11.62	28.71		
Road Widening	110	0.45	1.11		
0.3 m Reserve	111	0	0		
8 m Laneway ROW		0.15	0.37		
18 m Local ROW		1.86	4.60		
Total	111	19.43	48.01	205	39.58

4.0 CURRENT LAND USE POLICY ANALYSIS

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS 2020) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1.1 of the PPS outlines policies associated with managing and directing land use patterns as well as growth in settlement areas and rural areas. Applicable policies include the following:

- “1.1.1 *Healthy, liveable and safe communities are sustained by:*
- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - b) *accommodating an appropriate 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;*
 - d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) *promoting 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;*
- h) *promoting development and land use patterns that conserve biodiversity; and*

1.1.3.1 *Settlement areas shall be the focus of growth and development;*

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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

As per ROPA 34 and Draft LOPA 255, the subject lands are to be included within a settlement area and therefore is an appropriate location for growth and the proposed mix of land uses. The proposed development also represents an appropriate built form and density that will support the cost effective and efficient use of land, infrastructure and public services. The proposed mix of single detached and townhouse units will contribute to an appropriate range of housing options that will support long term housing needs.

Although transit does not exist along Chinguacousy Road north of Mayfield Road currently, the Town of Caledon’s Transportation Master Plan (2017) does contemplate options for expanding and improving transit service into the Mayfield West community. The proposed development will contribute to a greater overall density and potential ridership base in the broader community and therefore may support future decision making and potential transit investments. The proposed internal network of sidewalks will connect to future public sidewalks on Chinguacousy Road and the adjacent development to the south. This will support a safe and convenient pedestrian network and will facilitate access to nearby amenities including the natural heritage system and the planned public park located in the adjacent subdivision to the south.

The proposed development appropriately avoids and mitigates impacts to human health and the natural environment. As shown on the proposed Draft Plan of Subdivision, the limits of the

Greenbelt Plan Natural Heritage System (NHS) are maintained. In addition, several acoustic buffers are proposed to mitigate noise impacts from Chinguacousy Road. As part of the subject development application, FP Mayfield West (Caledon) Inc. will be implementing the *Better Than Code Sustainable Residential Home Strategy* which will promote the use of energy and water efficient building features. Some of the planned measures are low flow toilets, faucets, shower heads, washing machines, dish washers, etc.

In addition to the policies of Section 1.1.3 for settlement areas, the policies of Section 1.1.4 regarding rural areas in municipalities also apply as the Mayfield West community is identified as a Rural Service Centre in the Rural System of the Region of Peel. Applicable policies of Section 1.1.4 include the following:

- “1.1.4.1 Healthy, integrated and viable rural areas should be supported by:*
- a) building upon rural character, and leveraging rural amenities and assets;*
 - c) accommodating an appropriate range and mix of housing in rural settlement areas;*
 - e) using rural infrastructure and public service facilities efficiently;*
 - h) conserving biodiversity and considering the ecological benefits provided by nature; and*
- 1.1.4.2 In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.*
- 1.1.4.3 When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.”*

Similar to the policies of Section 1.1.1 and 1.1.3, the above rural area policies look to direct growth to rural settlement areas, to accommodate an appropriate range and mix of housing options and to protect natural features and their functions. As noted previously, the subject lands are an appropriate location for growth and development as it is located within an area to be included in the Mayfield West settlement area. In consideration of the rural setting, the proposed mix of single detached and townhouse units are an appropriate scale of development and provide a mix of housing options that are compatible with the rural characteristics of the immediate surrounding area. By respecting the limits of the Greenbelt Plan, the proposed development contributes to the conservation of biodiversity and the ecological benefits of the NHS.

The proposed development and supporting Draft Plan of Subdivision are therefore consistent with the above policies of Section 1.1.

Section 2.1 of the PPS 2020 provides policy direction relating to natural heritage:

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

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

The proposed Draft Plan of Subdivision delineates and protects for the components of the subject lands that form part of the Greenbelt Plan’s NHS (Block 109) as well as other associated natural features (Environmental Policy Area Channel Block 108). These Blocks will facilitate connectivity and continuity of the natural heritage features and their ecological and hydrological functions. Further, areas of the Greenbelt which are currently ploughed fields will be replanted and restored to further enhance ecological function and habitat. The landscaping within the buffers and open space blocks will also contain drought tolerant plants and native or adapted trees that will support climate change adaptation and resilience. As such, the proposed development and supporting Draft Plan of Subdivision are consistent with the natural heritage policies of Section 2.1 of the PPS.

The above review of the PPS demonstrates that the proposed development and associated Draft Plan of Subdivision are consistent with the intent and applicable policies of the PPS.

4.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect on May 16, 2019 and amended the 2017 Growth Plan. A further amendment to the Growth Plan was approved by the Minister on August 28, 2020. Under the *Planning Act*, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing growth in the region through to 2041. The Growth Plan (2020) provides policy direction that aims to facilitate the wise consumption of land through compact built form and intensification as well as the achievement of complete communities.

Section 2.2.1 and 2.2.7 of the Growth Plan provides policy direction for Managing Growth and Designated Greenfield Areas, respectively.

- “2.2.1.2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a) *the vast majority of growth will be directed to settlement areas that:*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
 - b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - iii. *are in the Greenbelt Area;*
- 2.2.1.4. *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;*
- 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;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

2.2.7.1 *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.*

2.2.7.2 *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;”*

The proposed development is to be included within a settlement area that will have access to planned municipal and wastewater systems. The proposed development offers a range of housing types including single detached and townhouse options as well as open space and natural heritage feature blocks which are all components of a complete community. With the build-out of the broader Mayfield West community, a mix of land uses will be available to service future residents including public parks, schools and commercial uses. As such, the proposed development represents an appropriate form of greenfield intensification in an area positioned by the Growth Plan as desirable for growth.

In addition, the above policies identify a cumulative minimum density target of 50 residents and jobs combined per hectare for designated greenfield areas across the Region of Peel. The proposed development achieves a density of approximately 39.6 people per ha and contributes to the achievement of an overall density of over 70 people and jobs per hectare for the broader MW2 Secondary Plan.

There is currently no transit service that runs directly adjacent to the subject lands on Chinguacousy Road, however, the Town of Caledon’s Transportation Master Plan (2017) considers the feasibility to expand and improve transit service to the Mayfield West community in

the future. The proposed development will contribute to the overall increase in population for the Mayfield West community and will contribute to the ridership base which may result in support for decision making resulting in transit investments in the future. The proposed development will encourage the use of active transportation by accommodating a safe and convenient network of sidewalks and walkways that will facilitate access to Chinguacousy Road and nearby amenities including the NHS and the planned public park located in the adjacent subdivision to the south.

As demonstrated in this section, the proposed development and supporting Draft Plan of Subdivision conform to the applicable policies of the Growth Plan.

4.3 Greenbelt Plan (2017)

The Greenbelt Plan (2017) establishes land use designations and policy direction to protect natural areas and their functions. The Greenbelt Plan works together with the Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and the Growth Plan to protect the natural environment and determine where and how growth should be accommodated in the region. The east portion of the subject lands are located within the Protected Countryside of the Greenbelt Plan. The lands are further designated as part of the Natural Heritage System (NHS).

Section 3.2.2 of Growth Plan provides guidance for the NHS within the Protected Countryside of the Greenbelt. The NHS includes core areas and linkage areas with the highest concentration of the most sensitive and/or significant natural features and functions. The policies of the Section 3.2.2 restrict land use to prioritize agricultural related uses and the preservation and restoration of natural features and their functions. Section 3.4 of the Growth Plan provides policy direction for Settlement Areas in the Protected Countryside. Policy 3.4.1 states that “*Settlement areas outside the Greenbelt are not permitted to expand into the Greenbelt*”.

The proposed residential development is subject to the Mayfield West Rural Service Centre settlement area boundary expansion as per ROPA 34 and does not encroach into the limits of the Greenbelt. That said, there are some planned enhancements and passive uses proposed within the Greenbelt, which are outlined in the approved Stage 1 Functional Servicing Report. These uses and enhancements include restorative plantings, wetland protection works and SWM facilities. The limits of the Greenbelt area are illustrated by Block 109 of the Draft Plan of Subdivision. The proposed residential and environmental policy area uses on the western portion of the lands are compatible with the adjacent NHS to the east. As such, the proposed development conforms to the NHS and Settlement Area policies of the Greenbelt Plan.

4.4 Region of Peel Official Plan (Office Consolidation, Dec. 2018) and ROPA 34

The Regional Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region, while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also serves as a bridge between provincial and local municipal policy and provides guidance to the area municipalities in the preparation and implementation of their Official Plans.

The subject lands are part of Regional Official Plan Amendment No. 34 (ROPA 34) which will facilitate the expansion of the Mayfield West Phase 2 settlement area boundary and the Mayfield West Rural Service Centre. As shown in *Figure 4 – ROPA 34 Schedule D – Regional Structure*, the subject lands are located in a “Rural Service Centre” in the “Rural System”. ROPA 34 concurrently includes the subject lands into the Designated Greenfield Area. The east portion of the subject lands remain in the NHS area of the Greenbelt Plan as depicted in the existing schedules of the ROP.

The general objectives for the Rural System are to promote healthy rural communities that meets the evolving needs of existing and future residents, achieve sustainable development and accommodate growth in accordance with the Growth Plan. Rural Service Centres serve as the primary location for growth within the Rural System that is planned to occur in a phased manner with access to full municipal water and sewer services. Section 5.4 of the ROP provides the following applicable policies and objectives for lands in the Rural System and Rural Service Centres:

- “5.4.2.2 *Direct growth within the Rural System generally to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule D, and to other rural settlements as designated in the applicable area municipal official plans, the Niagara Escarpment Plan and the Greenbelt Plan;*
- 5.4.2.6 *Ensure development proposals within the Rural System are consistent with the objectives and policies in this Plan and the applicable policies in the area municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan;*
- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment;*
- 5.4.3.2.1 *Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, employment, commercial, recreational and institutional land uses and community services to those living and working in the Rural System;*
- 5.4.3.2.6 *Consider Mayfield West, Bolton and Caledon East to be the only three Rural Service Centres in the Town of Caledon;*
- 5.4.3.2.7 *The boundary shown as a red dashed line on Schedule D and designated in the legend “Study Area Boundary” is the area within which additional growth for Mayfield West and Bolton beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.”*



Legend

- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
- Regional Intensification Corridor (Conceptual)
- Railway
- Regional Urban Boundary
- Ninth Line Lands **
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area

FIGURE 4
REGION OF PEEL DRAFT OFFICIAL PLAN AMENDMENT No. 34
SCHEDULE D - REGIONAL STRUCTURE

SUBJECT PROPERTY

SCALE 1:15,000
 SEPTEMBER 8, 2020

PART OF LOT 20, CONCESSION 2, W.H.S.
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL



The subject lands are located within the Mayfield West settlement area and Rural Service Centre and will be serviced by planned municipal servicing in accordance with the planning of the broader Mayfield West Secondary Plan area. As such, the site is an appropriate location for growth in the Rural System.

As identified through ROPA 34 and Draft LOPA 255, the subject lands are to be designated a mix of residential and environmental policy area land uses. The MZO issued by the Province on July 13, 2020 established zoning that aligns with this land use direction. The proposed development reflects the land use direction of ROPA 34, Draft LOPA 255 and the MZO (July 2020) and respects the limits of the Greenbelt Plan and is therefore consistent with the ROP and other applicable provincial and local municipal policies.

Section 5.4.3.2.8 of the ROP and ROPA 34 provide the following policies for the Mayfield West Phase 2 Settlement Area:

“5.4.3.2.8.1 GTA West Preliminary Route Planning Study Area

Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area.*
- b) Ensure that development applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.*

5.4.3.2.8.2 Provincial Minimum Distance Separation Calculated Setback:

Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) Identify through mapping and Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area*
- b) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.*
- c) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.*

5.4.3.2.8.5 *Land and Forecasted Growth Allocated beyond 2031*

Notwithstanding the policies in this Plan referencing a 2031 boundary for the Mayfield West Rural Service Centre, specifically Section 5.4.3.2.2 and Section 7.10.2.12, approximately 105 ha of land and approximately 7,000 people and 500 jobs will be planned for in the Mayfield West Phase 2 Settlement Area within the 2031 Mayfield West Rural Service Centre. This growth allocation must be fully accounted for in the land needs assessment undertaken in accordance with Growth Plan requirements associated with the next municipal comprehensive review.”

On August 7, 2020, the Ministry of Transportation (MTO) released the Final Preferred Route, Interchange Locations and the 2020 Focused Analysis Area (FAA) for the ongoing GTA West Transportation Corridor EA Study. The subject lands are located within the Route Planning Study Area but are situated outside of the Final Preferred Route. As such, the proposed development will not restrict or preclude the planning or implementation of the GTA West Transportation Corridor.

A Minimum Distance Separation (MDS) Assessment has been prepared by Orion Environmental in support of the proposed development. The Assessment confirmed that livestock operations at 12472 Chinguacousy Road that were in operation at the time of the Town’s MDS Assessment in 2018 have since been terminated with no reasonable expectation that the use will be re-established in the future. There are a few reasons for this conclusion: the first and primary is the effect the enactment of the MZO (July 2020) has on the property, which sets up the surrounding lands for development. Additionally, the equipment that was used previously for keeping animals has been deconstructed and moved offsite. The spaces that were used for paddocks previously are now cropped and the stalls were removed from the barn. All of these factors remove the financial viability of livestock farming. Therefore, the requirement of an MDS separation to the proposed development is inappropriate as it does not reflect the existing or potential use of the property for livestock-based operations.

As described in greater detail in the following section of this Report, the proposed development contributes to a total of 7,217 residents for the MW2-S2 lands. This aligns with the Town of Caledon’s planned population outlined in the Planning Justification Report dated June 24, 2020 prepared in support of LOPA 255 which calls for a population of 7,602 people for the MW2-S2 lands.

The proposed development and Draft Plan of Subdivision therefore conform to the applicable policies of Section 5.4.3.2.8 of the ROP and ROPA 34 regarding the Mayfield West Phase 2 Settlement Area.

Section 5.5 of the ROP provides growth management policies which seek to contribute to sustainable land development and the achievement of complete communities within the Region of Peel. The general objectives of the growth management framework include optimizing the use of land and infrastructure, to establish and achieve intensification targets for greenfield areas and support planning for healthy, complete and transit-supportive communities.

Section 5.5.4 contains policy direction specific for “Designated Greenfield Areas”:

- “5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan.*

- 5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:

Town of Caledon: 42 residents and jobs combined per hectare*

- 5.5.4.2.3 Not support the expansion of the 2031 Urban Boundary or the Rural Service Centres or any other settlement area unless a municipal comprehensive review as set out in Section 7.10.2.12 demonstrates the ability to meet the density and intensification targets established in this Plan.*

- 5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling”*

The above policies identify a minimum density target of 42 residents and jobs combined per hectare for development in designated greenfield areas in the Town of Caledon in order to support the achievement of the Region’s growth target. The proposed development achieves a density of approximately 39.6 people per hectare which is appropriate for its location at the limits of the designated greenfield area in the Mayfield West community and will contribute to the achievement of the Region’s minimum target.

As indicated previously, a settlement area boundary expansion for the MW2-S2 lands has been determined to be appropriate to meet applicable density and intensification targets as demonstrated by the now complete ROPA 34 and ongoing LOPA 255 processes. In alignment with this direction, the MZO issued by the Province in July 2020 established complimentary zoning to reflect this expansion. These processes have established land use direction for the subject lands including residential and environmental policy area uses which will compliment the broader vision of the Mayfield West Secondary Plan area as a complete community. The proposed development reflects this land use direction and therefore supports the planned vision for a complete community. The proposed development and supporting Draft Plan of Subdivision further refines a road and pedestrian network including sidewalks and connectivity to Chinguacousy Road and the adjacent subdivision to the south. As such the proposed development will facilitate convenient and safe opportunities for active modes of transportation.

In consideration of the discussion in this section, the proposed development conforms with the intent of the ROP and ROPA 34.

4.5 Town of Caledon Official Plan, Mayfield West Secondary Plan & Draft LOPA 255

The Town of Caledon Official Plan (LOP) provides guidance for the physical development of the lower-tier municipality to ensure that growth will occur efficiently and result in strong, balanced, sustainable and complete communities. The subject lands are located within the Mayfield West Phase 2 Stage 2 lands (MW2-S2) which are subject to a settlement area boundary expansion implemented by ROPA 34 and LOPA 255. The approval of LOPA 255 will bring the subject lands into the Mayfield West Phase 2 Secondary Plan (Secondary Plan) area and assign the following land use designation: “Low-Density Residential”, “Medium Density Residential” and “Environmental Policy Area”, as shown on *Figure 5 – LOPA 255 Schedule D – Mayfield West Phase 2 Secondary Plan: Land Use Plan*. The draft amended policies of the Secondary Plan are addressed in this section.

The proposed development is subject to Section 7.14.5.1.2, which states:

“7.14.5.1.2 Residential development in the Plan Area shall be undertaken in accordance with Section 5.10 of this Plan and the following specific policies. Where there is a conflict between the policies in Section 5.10 and Section 7.14.5, the policies in Section 7.14.5 and policies to be developed under Section 7.14.4.3.6 shall prevail.”

Section 5.10 of the LOP provides the following applicable policies:

- “5.10.3.2 Development of settlements will take place within the following hierarchy:*
- a) Rural Service Centres - compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;*
- 5.10.3.5 Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.*
- 5.10.3.6 Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for development.*
- 5.10.3.10 The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscape(s) of the community.”*

The proposed development represents a logical and compatible progression of land development, an efficient use of services (some of which have been completed by other Landowners part of the Landowner Group) and, along with adjacent developments will complete the Mayfield West Phase 2 community. As per ROPA 34, the subject lands are located within the Mayfield West Rural Service Centre and will be serviced by planned municipal water and sanitary infrastructure. The

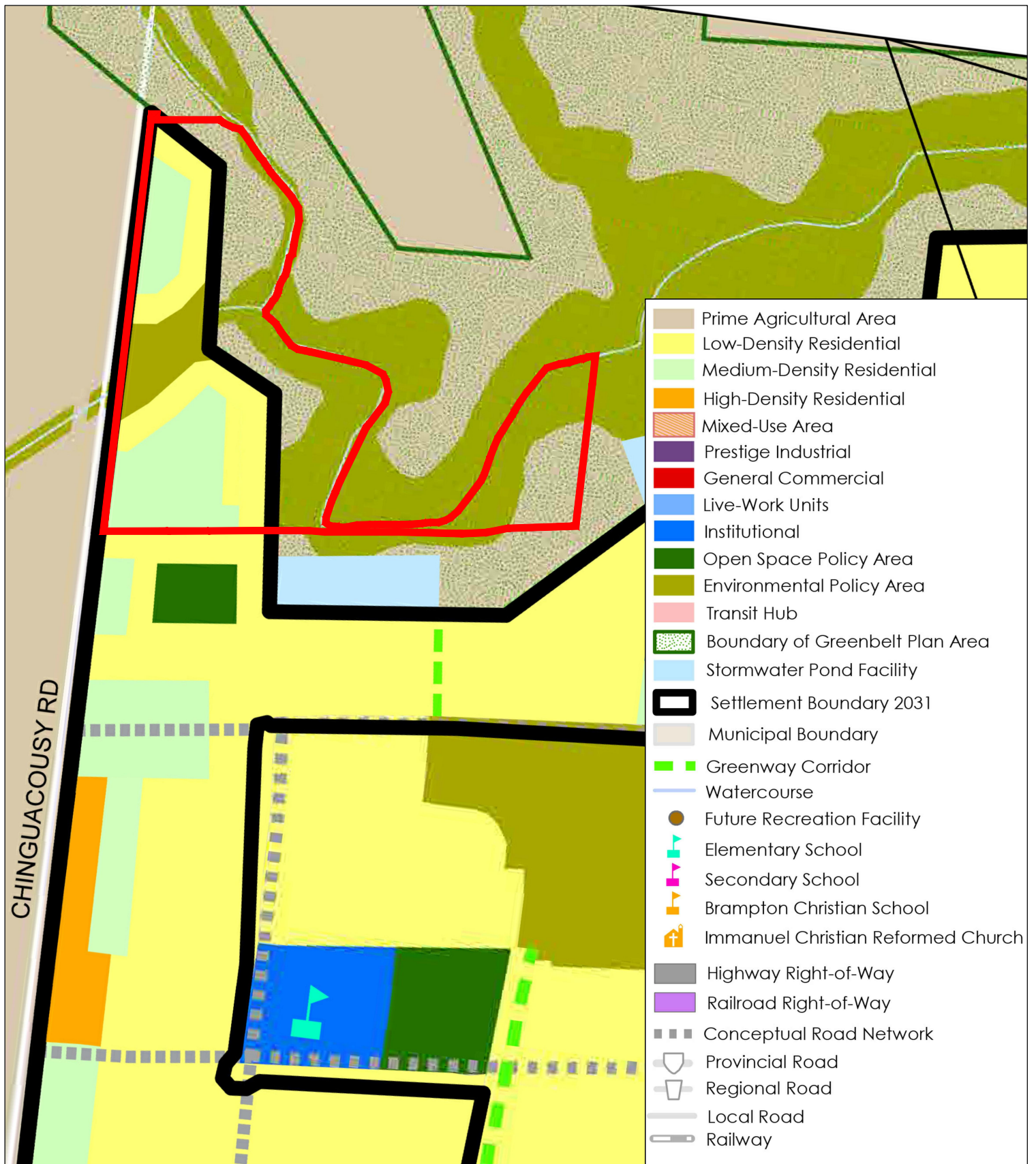


FIGURE 5
TOWN OF CALEDON OFFICIAL PLAN AMENDMENT No. 255
SCHEDULE D - MAYFIELD WEST PHASE 2 SECONDARY PLAN:
LAND USE PLAN

 SUBJECT PROPERTY



SCALE 1:15,000
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proposed site design including road and pedestrian network, streetscape, open space and environmental policy area blocks, unit mix and built form will contribute to a desirable community character in line with vision for the broader Mayfield West community. The proposal offers an appropriate form of residential intensification for its rural location as it contains a compact mix of low density and medium density housing that will support the efficient use of municipal infrastructure and other public services. As such, the proposed development conforms to the above policies of Section 5.10 of the LOP.

Section 7.14.4 of the LOP provides the following applicable draft amended Secondary Plan policies for the Mayfield West Secondary Plan:

“7.14.4.1.3 The total number of residential homes permitted in the Plan Area shall achieve the planned population of 10,348 residents on the Stage 1 lands and 7,602 on the Stage 2 lands.”

In addition to Policy 7.14.4.1.3 above, the Planning Justification Report dated June 24, 2020 prepared for the Town of Caledon in support of LOPA 255 provides a summary of planned population and residential units for the MW2-S2 lands, provided in Table 2 below. In comparison, Table 3. summarizes low and medium density residential units proposed by landowners in the MW2-S2 area, including the proposed development.

Table 2. Planned Population & Residential Units for MW2-S2, LOPA 255 Planning Justification Report dated June 24, 2020

	Low Density	Medium Density	High Density	Total
Area (ha)	44.36	11.08	2.40	55.44
Proposed Density (uph)	32	56	150	
Total Number of Units	1,420	620	360	2,400
Persons per Unit	3.51	2.97	2.16	
Population	4,983	1,841	778	7,602

Table 3. MW2 – S2 Landowner Group Estimated Population & Residential Units

	Low Density (Singles & Semis)	Medium Density (Townhouses)	High Density (Apartments)	MW2-S2 - wide
FP Mayfield (Caledon) Inc.	78	127	0	
Mattamy	373	132	0	
Laurier	345	179	0	
Brookvalley	313	77	0	
Conservatory	171	138	0	
3-acre hold-out	0	24	0	

3-acre Med. Density Block	0	0	180	
Affordable Housing Block	0	0	150	
TOTAL UNITS	1,280	677	330	2,287
ESTIMATED POPULATION	4,493	2,011	713	7,217

As identified in Table 3, the MW2-S2 lands are anticipated to achieve a total of 2,287 residential units with an estimated population of 7,217. The proposed development will therefore contribute to the achievement of 7,602 population and 2,400 residential unit target established in the proposed amended Secondary Plan policies for the MW2-S2 lands.

Section 7.14.5 of the Draft LOPA 255 Secondary Plan Amendment provides policy direction for specific land uses. The subject lands are designated for Low Density Residential which permits single detached and semi-detached units, Medium Density Residential which permits all forms of townhouses with a maximum height of 4 storeys as well as Environmental Policy Area and Prime Agricultural Area within the Greenbelt. *Figure 5 – LOPA 255 Schedule D – Mayfield West Phase 2 Secondary Plan: Land Use Plan* illustrates these land use designations and how they connect to adjacent lands within the Secondary Plan area.

As shown on the Draft Plan of Subdivision, the proposed development conforms with the amended *Schedule D - Mayfield West Phase 2 Land Use Plan* subject to Draft LOPA 255. Single detached units are generally located in the Low-Density Residential area and traditional townhouses and rear-lane (dual frontage) townhouses are generally located within the Medium Density Residential area. Block 108 on the Draft Plan of Subdivision aligns with the location of the Environmental Policy Area designation that separates the north and south residential components. The portion of the subject lands designated as Prime Agricultural Area within the Greenbelt Plan is maintained as per Block 109 of the Draft Plan of Subdivision.

On August 7, 2020, the Ministry of Transportation (MTO) released the Final Preferred Route, Interchange Locations and the 2020 Focused Analysis Area (FAA) for the ongoing GTA West Transportation Corridor EA Study process to proceed to the preliminary design stage. A portion of the GTA West Route Planning Study Area extends into the LOPA 255 Secondary Plan area. MTO has confirmed a reduced interest in properties located outside of the Final Preferred Route/Focused Analysis Area and as such, development applications can proceed through the municipal approval process. MTO will continue to review applications for properties located within the Route Planning Study Area, but it is anticipated that application outside of the Final Preferred Route/Focused Analysis Area will not be impacted by the GTA West Transportation Corridor.

Section 7.14.19 of the Secondary Plan provide policies regarding the GTA West Transportation Corridor.

- “7.14.19.1 The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation (MTO). A portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the Plan Area. These lands are identified on Figure 19 in this Plan.*
- 7.14.19.2 The following policies apply to all development applications and approvals in the Plan Area where they are located in the Preliminary Route Planning Study Area or Focus Analysis Area, hereinafter referred to as the ‘Identified Area’.*
- 7.14.19.3 The review of development applications for lands in the Identified Area shall occur as follows:*
- a) The application is deemed premature if MTO has not provided a formal notice that the lands subject to the application have been released from the Identified Area.*
 - b) If the application is deemed premature, the applicant shall be notified by the Town and the application will be held in abeyance until such time as MTO has released the lands from the Identified Area.*
 - c) If there is any doubt as to whether the lands have been or should be released from the Identified Area, the Town shall seek a confirmation from MTO.”*

The subject lands are located within the Route Planning Study Area but are situated mostly outside of the Focused Analysis Area, and completely outside of the Final Preferred Route identified in MTO’s Preferred Route Announcement (August 2020). Through ongoing dialogue with the MTO, FP Mayfield West (Caledon) Inc. has requested that the MTO consider the recent issuance of the Minister’s Zoning Order (which provides as-of-right residential zoning) as part of its review of the Draft Plan of Subdivision Application, due to the location of the property within the FAA. The Ministry agreed that the subject site is unique in this regard. As such, the subject lands are not considered premature in the context of the GTA West Study and may proceed through the municipal development application process. The proposed development and Draft Plan of Subdivision application therefore conform to the Secondary Plan policies of Section 7.14.19.

As the proposed development conforms to the intent of the policies of the Town of Caledon Official Plan and Mayfield West Phase 2 Secondary Plan (as per LOPA 255), an Official Plan Amendment is not required.

4.6 Mayfield West Phase 2 Community Design Plan, September 2019 Update

The Mayfield West Phase 2 Community Design Plan (CDP) provides urban design guidelines that support the broader planning objectives of the ROP and LOP. The CDP details the physical design of the Mayfield West Phase 2 community including special character areas, streetscapes, landscaping and built form guidelines. The CDP ensures that the development of Mayfield West

Phase 2 will progress in a manner that addresses the community design vision of a unique, innovative and successful community. Attributes of the community design vision relevant to the proposed development include:

- *“A comprehensive, integrated pedestrian and cycling network that will achieve walkable, cycle friendly and active neighbourhoods;*
- *A diversity of residential dwelling types*
- *An appropriate, compatible land use interface with the Greenbelt lands*
- *Compact streets with a primary emphasis on pedestrian comfort”*

The proposed development will offer a variety of dwelling types including single detached, traditional townhouses and rear lane (dual frontage) townhouses that will contribute the diversity of residential dwelling types in the community. The proposed network of roadways, sidewalks and connections will contribute to a compact and integrated pedestrian and cyclist trail network providing ample connections between the NHS and road network.

The proposed development achieves a compatible land use interface between the Greenbelt lands and mix residential, environmental policy area and buffer uses.

CDP Section 4.8 Greenbelt Plan Area Interface and 5.2 – Natural Heritage System (NHS)

The NHS is identified by Section 5.2 of the CDP as an essential component of the community’s character and the Region’s ecological function. Within the context of the Secondary Plan, the NHS is intended to incorporate the existing ecological elements of the system and create corridors between the Greenbelt in the north and the Mount Pleasant Community to the south. The CDP identifies the key components of the NHS related to the proposed development as:

- *“Natural heritage features such as fragmented woodlots and wetlands;*
- *Sufficient buffers protecting natural features;*
- *Restoration and enhancement of natural corridors and wetlands”*

Section 4.8 of the CDP also provides guidance for the interface with the Greenbelt Plan Area:

- *“Any multi-use trail proposed at the interface between the Greenbelt Plan area and the dwellings that back onto it shall be appropriately located and designed to respect sensitive features and functions, as well as the privacy of rear yards”*

The proposed development contains two environmental policy area (EPA) blocks, Block 109 which contains natural features within the Greenbelt Plan NHS area and Block 108 which contains an existing channel stemming from Block 109. Both are provided with appropriate buffers between the EPA blocks and proposed residential blocks to protect them. Blocks 108 and 109 are accompanied by open space blocks that may be used to provide connections for visual and physical access to the natural system from adjacent roads and walkways. Interface between the proposed development and the NHS blocks shall be optimized (and, in places, restored) by the planting of native/ adapted species and erosion protection measures that do not currently exist. As indicated later in the CDP, a Trail Gateway and Potential Open Space Link is identified along the southern

limits of the subject lands. Opportunity to implement these elements within the proposed development along the Greenbelt lands will be considered through the development application process and will be considerate of the sensitive natural features and functions as well as privacy of rear yards.

CDP Section 5.4 – Trail and Cycling Network

Section 5.4 of the CDP requires that a comprehensive, integrated trail and cycling network be implemented within the Secondary Plan area. Envisioned as access to community focal points, open spaces and transit for both recreational and commuter purposes the trail network shall be integrated into the existing Town of Caledon, City of Brampton and Region of Peel systems of bike lanes, multiuse trails and greenway trails. Trail and cycling network guidelines applicable to the proposed development include the following:

- *“The trail network shall be integrated into the Town-wide path system and linked with trails established in the City of Brampton to the south;*
- *On-street bike lanes shall be integrated into the collector and arterial road system, including the Spine Road;*
- *Trail gateways shall be strategically located at access points to the Natural Heritage System”*

The proposed development shall include road and sidewalks that connect with the proposed on-street bike lanes on Chinguacousy Road. Several open space blocks are provided that may give access between the road system and planned cycling network to the NHS. Opportunity to integrate the proposed development with Potential Open Space Trail within the Greenbelt Area is subject to further detailed review as a later stage of development.

CDP Section 5.8 – Views and Viewsheds

Viewshed opportunities exist within the proposed development through the components of EPA (NHS), EPA (Channel), and open space blocks shown on the Draft Plan of Subdivision. Section 5.8 of the CDP states that public access to these viewsheds is an integral piece of a complete community and should be integrated into proposed development according to guidelines including:

- *“Streets have been oriented to maximize views towards NHS features, including the use of single-loaded roads and window streets;*
- *Publicly accessible open spaces (such as parks, swm ponds, etc.) have been situated adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community.”*

The EPA (Channel) block will have an extended frontage along Chinguacousy Road therefore optimizing views to the east toward the NHS. In addition, locating the proposed open space blocks adjacent to the EPA blocks will extend viewsheds across several open space components to achieve both long and short views as per Figure 5.8 of the CDP.

CDP Section 6.0 – Streetscape Guidelines

Section 6 of the CDP provides guidelines for streetscape design for each of the road types comprising the street hierarchy, street lighting, community gateways and street tree planting. The proposed development is subject to streetscape design guidelines including:

“General Guidelines

- *Provide safe and accessible pedestrian connections. Vehicular access shall ensure that these pedestrian connections are not compromised;*

Arterial Road Guidelines

- *Between Mayfield Road and the north limit of the community, the character along Chinguacousy is predominantly agricultural along the west side, while uses along the east side are characterized by a mix of functions including stormwater management facilities, commercial uses, lane-accessed townhouses and single detached residential flankage conditions along a window street;*
- *The roadway cross-section is one lane in each direction with a 35.0m right-of-way width;*

Local Road Guidelines

- *If a single sidewalk is contemplated for a local road, it shall be located on the dwelling side of the street and/or where direct pedestrian connections are deemed more desirable;*
- *The local road network shall facilitate logical, direct, permeable and safe neighbourhood connections through a modified-grid configuration;*
- *As a standard, they have a 18.0m right-of-way with one lane in each direction, parking on one side according to parking needs as determined by adjacent land uses, and sidewalks on one or both sides.*

Streetscape Guidelines

- *Select light poles and luminaries that are appropriate to the site and function to avoid underlit or excessively lit areas and light pollution;*
- *The use of native, non-invasive tree species is required for streets and areas adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds.”*

The proposed Draft Plan of Subdivision is generally consistent with the policies for arterial and local roads with 35m and 18m right-of-way-widths respectively. Proposed laneways are provided with a right-of-way width of 8m in accordance with the CDP. An appropriate mix of townhouse forms are located along Chinguacousy Road to contribute to the character of the northern limits of the Secondary Plan area. The rear lane (dual frontage) townhouses that front Chinguacousy Road shall be designed and sited to create an attractive and strong urban edge along this arterial road and will foster an identifiable sense of place. Garages will be accessed from the rear lane and shall be integrated into the main massing of the building.

The proposed local street and laneway network achieves a modified grid pattern which facilitates logical, direct and safe neighbourhood connections including to Chinguacousy Road, the NHS system and the planned subdivision to the south which contains the nearest public park. Sidewalks on the proposed local roads are contained within the proposed rights-of-way illustrated on the Draft Plan of Subdivision. They are located on one side of the proposed local roads within a coordinated manner with on-street parking and where direct pedestrian access is most desirable. Figure 6.11f of the CDP identifies a Trail Gateway at the south west corner of the subject lands at Chinguacousy Road. A potential Trail Gateway with connection to a Potential Open Space Trail is subject to further detailed review as a later stage of development.

The proposed development will plant native species where appropriate, along roadways, adjacent to open space areas and the NHS. Detailed landscape design will be carried out through the detailed design process.

CDP Section 8.0 – Built Form Guidelines

The CDP addresses the built form characteristics of the Secondary Plan area and in particular the Gothic Revival architectural style which is identified as the most prominent architectural style throughout the Town of Caledon's historic villages. As such, the guidelines recommend that new development should adhere to architectural principles of the Gothic Revival style or others that are compatible with this style. The following guidance is provided regarding the achievement of a desired architectural style in the Secondary Plan area:

- *“An authentic Gothic Revival architectural building design shall be assigned to designated focal lots to ensure this defining architectural style is strategically located within those areas of the community that have a high degree of public visibility;*
- *Focal lots specific to the allocation of a Gothic Revival architectural style shall include all corner lots on collector and arterial roads and those sections of window roads adjacent to arterial roads, including single detached, semi-detached and townhouse building forms.”*
- *Given the large scale of the Mayfield West Phase 2 Community, it is recommended that a scoped range of relevant styles (Late Victorian, Georgian / Neo-Classical, Italianate, Edwardian, Craftsman and Tudor Revival be used to provide a distinct and cohesive heritage-inspired architectural character.”*

The proposed development and Draft Plan of Subdivision locate low density and medium density built form typologies in locations appropriate for the characteristics of the site. At the detailed design stage, detailed consideration for an appropriate site-wide architectural style as well as treatments for focal lots will be confirmed. It is the intent to achieve an architectural style that is compatible with the preferred Gothic Revival character.

The proposed development and Draft Plan of Subdivision will facilitate an appropriate site layout and design that generally aligns with the vision of the Mayfield West Phase 2 Community Design

Plan. Further detail on how the proposal will align with the Community Design Plan, shall be confirmed through the detailed design stage and through the required Architectural Control process.

4.7 Town of Caledon Zoning By-law 2006-50

On July 10, 2020 the Province issued a Minister’s Zoning Order (MZO) to establish zoning that reflects the Mayfield West settlement area boundary expansion and aligns with the land use direction of ROPA 34 and Draft LOPA 255. As shown in *Figure 6 – Ministry Zoning Order Map 244*, the subject lands are partially zoned *Low Density Residential* and *Medium Density Residential*. The remainder of the subject lands located within the Greenbelt are zoned *Agricultural 1 (A1)* and *Environmental Policy Area 2 (EPA2)* in accordance with the Town’s pre-existing zoning.

The proposed development and Draft Plan of Subdivision conform to the land use limits of the zoning of the subject lands. Table 4 describes the proposed uses within each applicable zone category on the subject lands.

Table 4. Established Zoning and Proposed Land Use Comparison

Applicable Zoning	Permitted Uses (not exhaustive)	Proposed Use (Draft Plan)
Low Density Residential	Detached Dwelling Semi-detached Dwelling Dual Frontage Townhouse Rear Lane Townhouse SWM Facility Townhouse	Detached Dwellings
Medium Density Residential	Townhouse Dual Frontage Townhouse Rear Lane Townhouse Back-to-back Townhouse Stacked Townhouse	Townhouses Rear Lane Townhouses
Environmental Policy Area 2	Environmental Management Forest Management Non-Intensive Recreation	No land use change proposed
Agricultural 1	Range of Agriculture and Agriculture-related uses	No land use change proposed

The proposed townhouses, rear lane townhouses and single detached dwellings meet the zoning provisions established by the MZO (Ontario Regulation 362/20) for lot frontage. Similarly, the *EPA 2* and *A1* zoned lands will comply with their respective zoning provisions.

The MZO provides for as-of-right development permissions. As the proposed land uses established in the Draft Plan of Subdivision conform to the zoning direction of the MZO, the approval of the Draft Plan will implement the approved zoning.

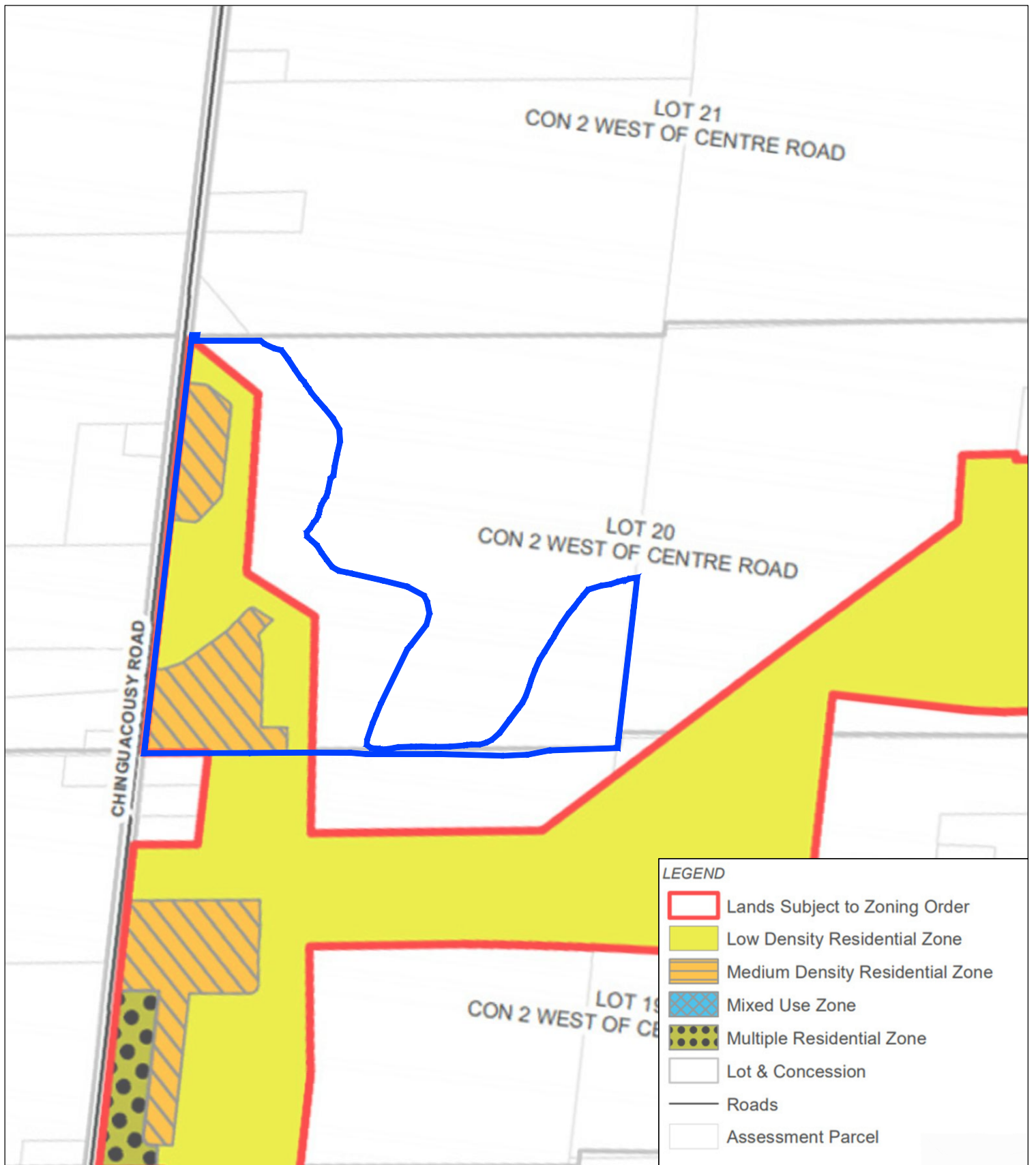


FIGURE 6

MINISTRY ZONING ORDER - MAP 244

PART OF LOT 20, CONCESSION 2, W.H.S.

(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)

TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

SUBJECT PROPERTY



SCALE 1:15,000
SEPTEMBER 8, 2020

5.0 SUPPORTING STUDIES

Environmental Noise Assessment, dated September 23, 2020

An Environmental Noise Assessment was prepared by YCA Engineering Ltd. to investigate the potential impact of noise on the proposed development. The Assessment identified noise sources associated with road traffic on Chinguacousy Road and agricultural operations on neighbouring lands west of Chinguacousy Road.

The Assessment found that for all residential units, standard Ontario Building Code construction practices will be acoustically acceptable for the exterior wall and window construction. In addition, noise abatement measures were recommended including; mandatory air conditioning and central air conditioning for particular units as well as a up to 3m high acoustic barriers (in some instances located on top of berms) along units adjacent to Chinguacousy Road.

With the implementation of the recommended noise abatement measures, the Assessment concluded that sound levels are acceptable and will meet Town of Caledon and Ministry of Environment, Conservation and Parks standards.

Stage 1 & 2 Archaeological Study, dated March 7, 2017

A Stage 1 & Stage 2 Archaeological Assessment was prepared by AMICK Consultants Ltd. to identify and assess potential archaeological features on the subject lands.

The Assessment confirmed that the subject lands are clear of any archaeological concern and that the Provincial interest in archaeological resources has been addressed. As such, it is recommended that no further archaeological assessment is warranted.

The Stage 1 & 2 Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports on March 20, 2017 by the Ministry of Heritage, Sport, Tourism and Culture Industries.

Phase One & Two Environmental Site Assessment, dated August 21, 2015

A Phase One & Two Environmental Site Assessment (ESA) was prepared by Soil Engineers Ltd. to assess the potential of soil contamination on the subject lands.

The Phase One ESA identified an Area of Potential Environmental Concern (APEC) related to potential pesticide contamination due to the historic presence of an orchard and the on-going agricultural activities on the subject lands. As such, a Phase Two ESA was completed to determine the quality of the soil as it relates to the identified APEC.

The Phase Two ESA determined that all tested soil samples meet the Table 1 Standards, and further, confirmed that there are no contaminants exceeding the applicable standards. As such, it was determined that no further soil investigation is required, and the property is suitable for the proposed development.

Minimum Distance Separation Assessment, dated August 31, 2020

A Minimum Distance Separation (MDS) Assessment has been prepared by Orion Environmental in support of the proposed development. The Assessment concluded that livestock operations (and the accompanying manure pile) at 12472 Chinguacousy Road (just west of the subject site) that were in operation at the time of the Town of Caledon's MDS Assessment in 2018 have since been terminated and removed with no reasonable expectation that the use will be re-established in the future.

The conclusion reached by Orion Environmental, regarding the removal of the MDS arcs is due to a number of factors: the first and primary is the effect the enactment of the MZO (July 2020) has on the property, which sets up the surrounding lands for development. Additionally, the equipment that was used previously for keeping animals has been deconstructed and moved offsite. The spaces that were used for paddocks previously are now cropped and the stalls were removed from the barn. All of these factors remove the financial viability of livestock farming. Therefore, the requirement of an MDS separation to the proposed development is inappropriate as it does not reflect the existing or potential use of the property for livestock-based operations.

Transportation Impact Study, dated September 2020

A Transportation Impact Study (TIS) has been prepared by LEA Consulting Ltd. in support of the proposed development. The Study also serves to reassess and confirm the transportation demands of the proposed development against the conclusions of the Mayfield West Phase 2 Stage 2 Transportation Assessment completed back in November of 2018 (2018 TMP) and prepared for the broader Mayfield West area.

Compared to the 2018 TMP, the proposed development represents a net reduction of 35 residential units. As such, the trip generation resulting from the proposed development would be lower than the trip generation originally calculated.

The 2018 TMP recommended that the intersections of Chinguacousy Road at the Spine Road and the Spine Road at Neal Promenade operate under stop-control. The findings in this report are consistent with the findings from the 2018 TMP.

The plan generates 65 on-street parking spaces, and combined with the 120 off-street parking spaces, was determined to be sufficient to meet expected parking demand throughout the proposed development

As such, the TIS concludes that the proposed development is appropriate from a transportation perspective.

Functional Servicing Report Letter of Compliance, dated September 24, 2020

A Letter of Compliance was prepared by Urbantech Consulting that confirms the proposed development is in general conformance with the recommendations and servicing direction

established in the approved Mayfield West Stage 1 FSR/EIR (December 2018), the current Mayfield West Stage 2 FSR/EIR as well as Parts A, B and C of the Comprehensive Environmental Impact Study and Management Plan.

Also included with the Letter of Compliance are preliminary grading and servicing concepts for high-level review. The proposed development is therefore appropriate and supportable from a functional servicing and stormwater management perspective.

Arborist Report and Tree Impact and Preservation Plan, dated September 28 2020

An Arborist Report was prepared by Strybos Barron King Ltd. to determine the species, composition, character and health of existing trees and assess opportunities for preservation in relation to the proposed subdivision development.

The Report identified a total of 2 healthy trees and 6 dead trees required for removal to facilitate the proposed development. Trees recommended to be preserved included 1 Bur Oak and a row of Honeylocust trees along the municipal right-of-way adjacent to Chinguacousy Road. All trees located on adjacent private lands are also to be preserved. The Report further outlines recommended tree protection measures to be undertaken pre-construction and during construction.

6.0 CONCLUSION

It is our opinion that the proposed development and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposed development and supporting Draft Plan of Subdivision are consistent with the policies of the PPS and will facilitate a compact and efficient built form and land use pattern in a rural settlement area;
2. The proposed development and supporting Draft Plan of Subdivision conforms to the policies of the Growth Plan and will support the creation of a complete future-ready community and the achievement of planned greenfield densities within a settlement area;
3. The proposed development and supporting Draft Plan of Subdivision conform to provincial, regional and local policy regarding lands within the Greenbelt Plan and protection of natural features and their functions. The limits of the Greenbelt NHS area have been respected in accordance with the Greenbelt Plan and the addition of the environmental policy area block, including the restoration of both areas will further contribute to the Natural Heritage System;
4. The proposed development and supporting Draft Plan of Subdivision conforms to the Region of Peel Official Plan as well as ROPA 34 and will facilitate desirable greenfield density and a more efficient built form that is appropriate for its location within a Rural Service Centre and contributes to the creation of a complete community;

5. The proposed development and supporting Draft Plan of Subdivision conform to the policies of the Town of Caledon Official Plan as it supports a range and mix of housing options and will facilitate appropriate growth within the Mayfield West Rural Service Centre;
6. The proposed development and supporting Draft Plan of Subdivision contemplates a mix of uses that conform to the proposed land use designations of Draft LOPA 255 that assigns residential and environmental policy area land use designations to the subject lands;
7. The proposed development and supporting Draft Plan of Subdivision generally align with the urban design direction established in the Mayfield West Phase 2 Community Design Plan;
8. The proposed development and supporting Draft Plan of Subdivision conform to and implement the Minister's Zoning Order (July 2020) issued by the Province that established a mix of residential uses in alignment with ROPA 34 and Draft LOPA 255;
9. The proposed development contributes to the sustained viability of a complete community through the provision of a mix of housing options, convenient and safe pedestrian network as well as densities that will help support the use and viability of planned infrastructure, services and amenities in the broader community; and,
10. The proposed development conforms to the Mayfield West Community Design Plan and as such represents a form of compact development that is appropriate for its greenfield location and compatible with the area's rural character.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jason Afonso, MCIP RPP
Senior Associate



Arleigh Hack, MCIP RPP
Planner