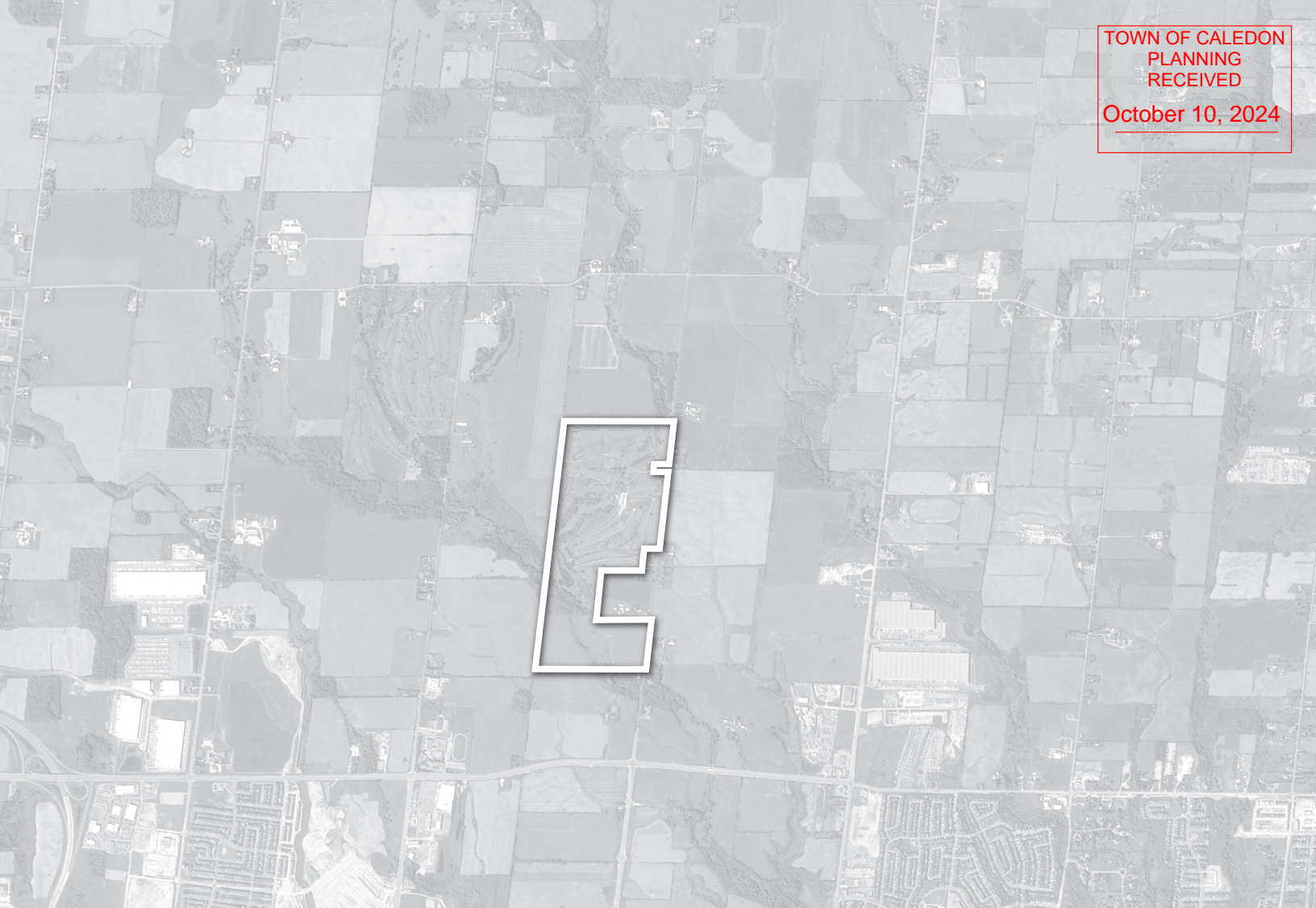


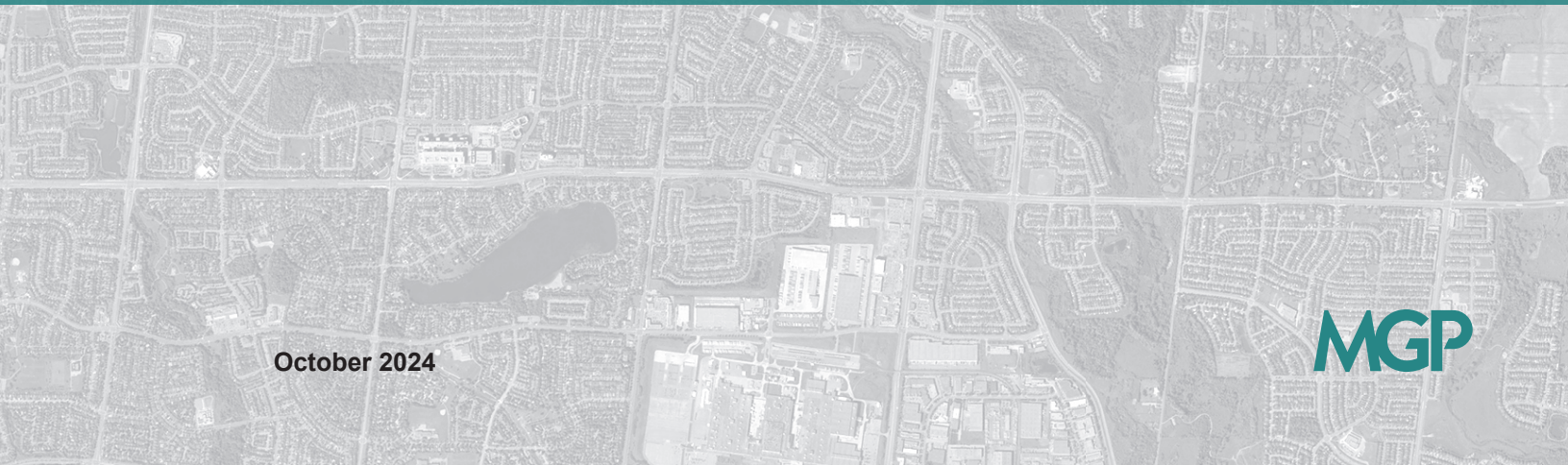
TOWN OF CALEDON
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PLANNING OPINION REPORT

Draft Plan of Subdivision
Part of Lots 19 & 21, Concession 5 (12306 & 12580 Torbram Road)
Former Mayfield Golf Course and South Lands
Caledon, ON

Prepared For:
Mayfield Golf Course Inc. and Tullamore Industrial Ltd.



October 2024

MGP

Draft Plan of Subdivision

Planning Opinion Report

*Part of Lots 19 & 21, Concession 5 (12552 and 12580 Torbram Road)
Former Mayfield Golf Course and South Lands
Caledon, ON*

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1.0

Planning Context

1.1 Overview

Malone Given Parsons Ltd. has been retained as the land use planners for Mayfield Golf Course Inc. and Tullamore Industrial Ltd. (“Client”), owner of approximately 91 hectares (225 acres) of lands located generally west of Torbram Road between Old School Road and Mayfield Road in the Town of Caledon (“Subject Site”). On behalf of our Client, we are pleased to submit a Draft Plan of Subdivision application for the above-noted properties. It should be noted that a concurrent privately initiated secondary plan (through an official plan amendment application) for the secondary plan area to provide detailed official plan land use designations has been submitted by the Mayfield Tullamore Landowners group. The proposed application for Draft Plan of Subdivision will provide the technical input necessary to the secondary plan application that will follow concurrently. This approach will allow development in this area to proceed in a more-timely manner, while ensuring that the larger scale community planning is properly informed with more detailed information from the development application submissions.

It should be noted that, on March 26, 2024, Mayor Annette Groves proposed a motion to advance Provincial priorities by bringing forward Zoning Bylaw Amendments to permit residential development for certain parcels of land in the Town to assist in meeting Provincial housing priorities (i.e. Provincial Government’s goal of building 1.5 million homes by 2031) as well as the Town’s pledge to construct 13,000 residential units by 2031. These lands included the Subject Site and indicated the Town’s recognition that these lands can deliver housing quickly and efficiently given the proximity to both municipal services and the Minister’s Zoning Order lands to the east. The Zoning Bylaw Amendment (Bylaw 2024-056) was approved by Town Council on July 23, 2024. As such, a site-specific Zoning Bylaw Amendment is not required.

The purpose of this Planning Opinion Report is to render an initial planning opinion concerning the Draft Plan of Subdivision application. Following the initial review via the Pre-Application Review Committee (PARC) process, and as further information, issues and details are raised through the concurrent secondary plan process, additional details on how these items are addressed will be provided in subsequent planning opinion addendums.

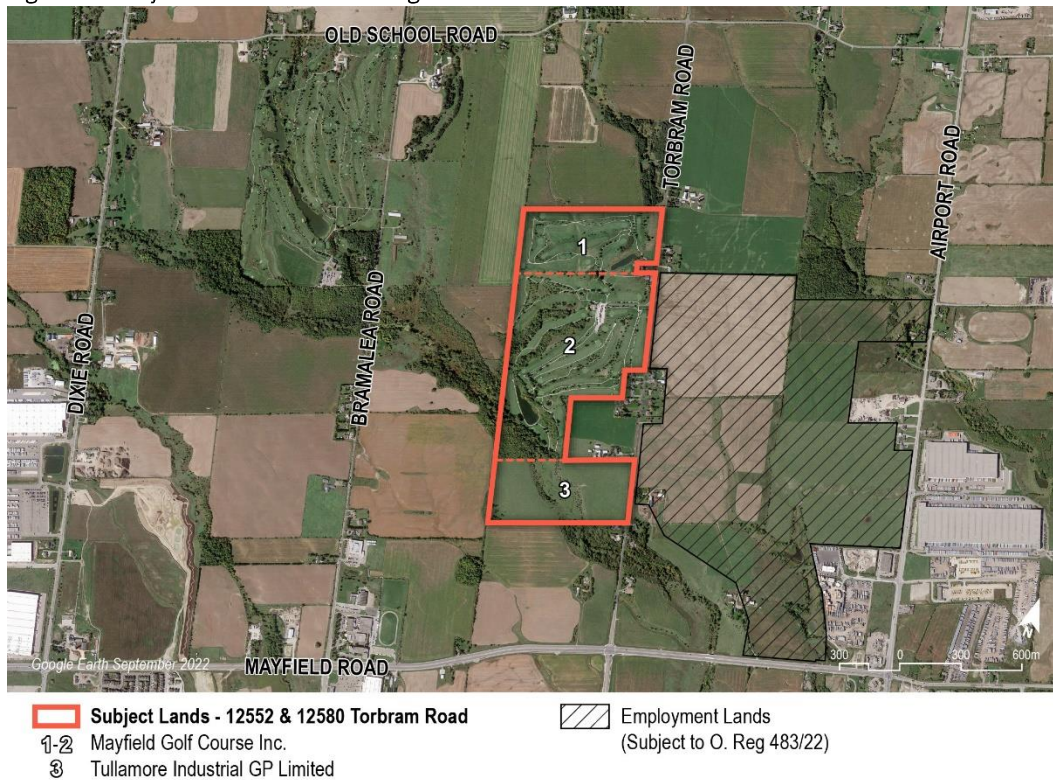
Table 1: Legal Description of Subject Site

Owner	Municipal Address	Legal Description of Property	Lot Area (ha)
MAYFIELD GOLF COURSE INC	12580 Torbram Road	PT LT 21 CON 5 EHS CHINGUACOUSY AS IN RO1100220 ; CALEDON	49.6
MAYFIELD GOLF COURSE INC	12522 Torbram Road	PT LT 19 CON 5 EHS CHINGUACOUSY; PT LT 20 CON 5 EHS CHINGUACOUSY AS IN RO1062850 ; CALEDON	20.4
TULLAMORE INDUSTRIAL GP LIMITED	n/a	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN VS22285 ; BRAMPTON	20.8
Total			90.8

1.2 Site Location and Characteristics

The Subject Site is located north of Mayfield Road on the west side of Torbram Road and is comprised of three parcels that total 91.2 hectares (225 acres). The majority of the Subject Site is the former Mayfield Golf Course. The Subject Site has a frontage of approximately 600 metres along Torbram Road and currently consists of a former golf course, agricultural and rural residential land uses. The Subject Site and the surrounding lands are shown in the figure below and legally described in Table 1.

Figure 1: Subject Site and Surrounding Are



Source: Google Earth (2023), MGP (2023)

The Subject Site is currently generally surrounded by agricultural uses and farm fields but are planned for future urban development. Specifically, immediately to the east of the Subject Site, on the east side of Torbram Road are lands owned by Tullamore Industrial and are under underdevelopment by Rice Group Commercial Ltd, where a Draft Plan of Subdivision is proposed on these lands to facilitate the underway development of an industrial park consisting of nine (9) industrial, warehouse and distribution buildings totaling 562,381m².

To the north of the Subject Site is agricultural uses and farm fields with portions of these lands being located within the Greenbelt Plan area. These lands are planned to be brought into Caledon's Urban Area for redevelopment based on the recently approved Peel Region Official Plan.

Immediately to the east of the Subject Site, on the east side of Torbram Road are lands owned by Rice Group Commercial Ltd. Following the approved MZO in September 2022, a Draft Plan of Subdivision is proposed on these lands to facilitate the development of an employment park consisting of nine industrial, warehouse and distribution buildings totalling 562,381m² of building space.

To the south of the Subject Site is agricultural uses and farm fields with portions of these lands being located within the Greenbelt Plan area. To the west of the Subject Site and

east of Bramalea Road are planned urban lands, currently used for agricultural purposes. All of these lands are planned to be brought into Caledon's Urban Area for redevelopment in keeping with the designation included in the approved Region of Peel Official Plan.

2.0

The Proposed Development

The Subject Site is envisioned to develop as part of an overall comprehensive development of the block generally bounded by Torbram Road, Mayfield Road, Old School Road and west of Bramalea Road. This block was recently brought into the urban boundary as part of the Region of Peel Official Plan Review process. A landowner group, the Mayfield Tullamore Landowner Group, has been established to advance development within this block on a comprehensive and coordinated basis and to address cost-sharing matters. The Mayfield Tullamore Landowner Group has initiated the process for a privately-initiated secondary plan and recently submitted an official plan amendment application to the Town in August 2024. A concurrent privately-initiated secondary plan process will allow for a comprehensive and coordinated land use planning process to occur while permitting site-specific developments to adapt in tandem to the evolving secondary plan process. This approach ensures the secondary plan has the best detailed information as a basis for larger community planning, and will streamline the approval process to build homes faster in an area that is planned for growth.

This area is intended to accommodate a complete community that will support densities that are pedestrian, cycling, and transit-friendly, and will include a range of low and medium-density residential uses, along with commercial and institutional uses and a comprehensive public open space system.

In specific regards to the Subject Site, the Draft Plan of Subdivision (the “Draft Plan”) prepared by Malone Given Parsons Ltd. proposes to align with the overall comprehensive development of the larger block. As the concurrent privately-initiated secondary plan moves through the development process, and additional details are provided, the Draft Plan will be concurrently refined to address the matters raised through this process.

The Draft Plan proposes a mix of residential units consisting of single detached and townhouse units, medium-density blocks, a school block, a commercial block, park blocks, stormwater management blocks and natural heritage system blocks. The Draft Plan is presented in Figure 2.

As stated in Table 2, a total of 442 residential units are proposed, of which 241 are single detached dwelling units, and 201 are townhouse dwelling units. The single detached units consist of varying frontages ranging from a minimum of 9.15 metres to 13.4 metres and are accessed by public rights-of-way. The townhouse units have a minimum frontage of 6 metres and consist of a mix of street access and rear lane access units. The Draft Plan

also proposes six medium-density blocks, which will be planned at a future date and could accommodate a variety of medium-density housing types. Overall, the Draft Plan provides for a wide range and mix of housing types to accommodate the current and future needs of the Town and Region. Moreover, the proposed redevelopment will assist in achieving the Town’s housing pledge to provide 13,000 housing units by 2031, which was made to recognize that the Town needs greater housing options and more housing affordability.

The Draft Plan proposes a variety of unit types for the Subject Site, including 241 single-detached units, 77 street townhouse units, and 124 rear-access townhouse units. Table provides the housing mix and unit types for the Draft Plan.

Table 2. Proposed Housing Types and Unit Mix

Land Use	Units
Single Detached Units	241
Single detached – min. 13.4 m (44 foot) frontage	47
Single detached – min. 11.6 m (38 foot) frontage	13
Single detached – min. 11.0 m (xx foot) frontage	124
Single detached – min. 9.45 m (32 foot) frontage	26
Single detached – min. 9.15 m (xx foot) frontage	31
Townhouse Units	201
Street Townhouses – min. 6.0 m (20 foot) frontage	77
Lane Townhouses – min. 6.0 m (20 foot) frontage	124
Total Units	442

The proposed street network on the Subject Site will provide a modified grid-like pattern to foster a well-connected neighbourhood. There is a total of 17 public streets with widths of 18 metres and 22 metres and two laneways with widths of 8 metres will provide access throughout the proposed development. Street A, Street B and Street O will connect the proposed development with the surrounding road network via Torbram Road, as well as provide future connections to a larger collector road network within the larger block to the north of the Subject Site and between the north and south portions of the Subject Site.

Street B terminates with a temporary cul-de-sac and provides a future connection to the parcels immediately to the north. The road network and layout of the current Draft Plan allows for the flexibility to plan these parcels in the future when they are eventually developed. Through the comprehensive privately-initiated secondary plan process, any changes required to the Draft Plan to accommodate the future development of these parcels will be addressed.

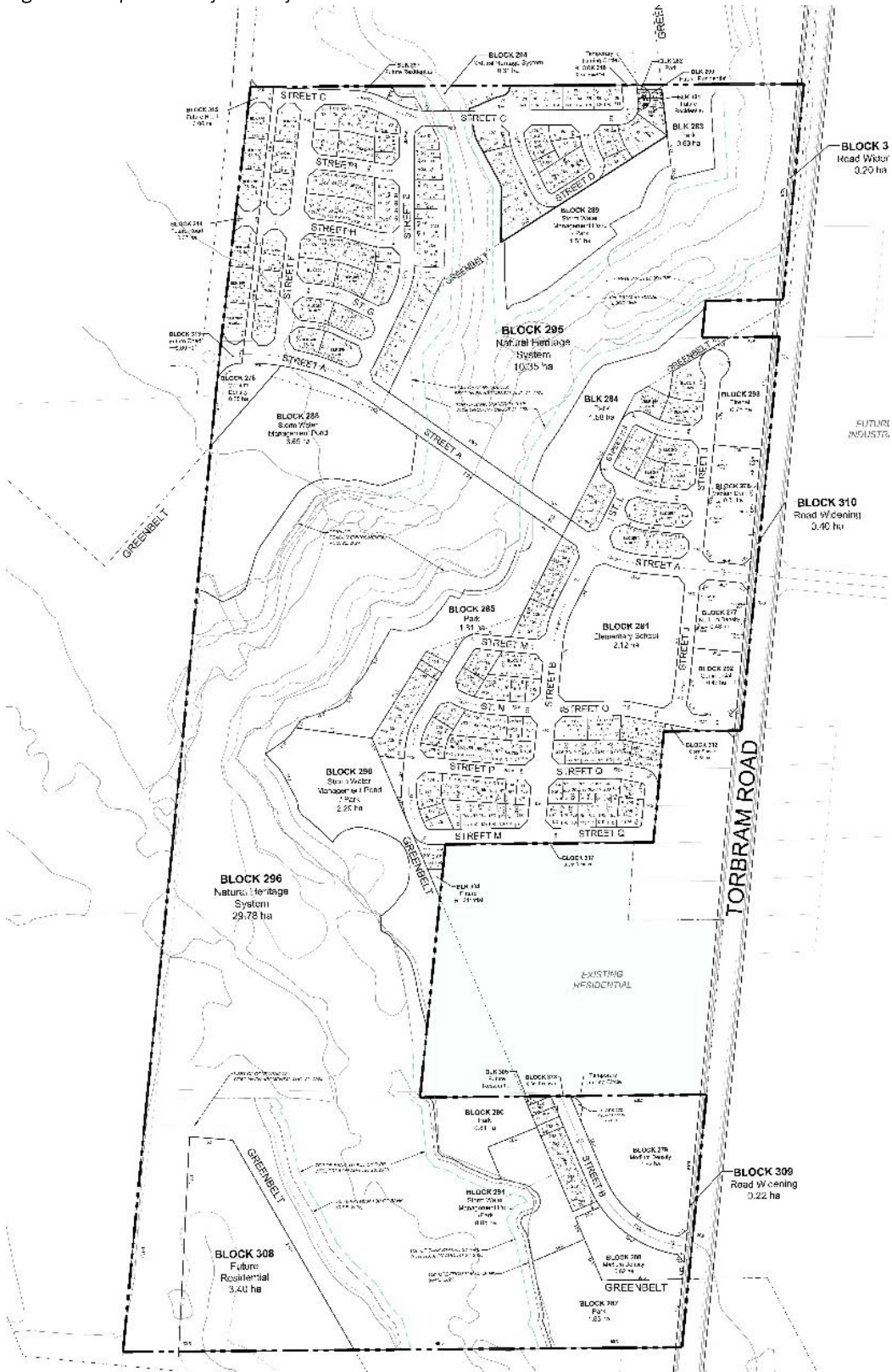
The park blocks total 11.11 hectares and are located throughout the proposed development in order to ensure the future residents have easy access to open space and recreation opportunities. The park blocks are located adjacent to the natural heritage systems, which can provide further opportunities for trail connections throughout the Greenbelt lands. This will increase public access opportunities to the natural areas whereas currently the lands are under private ownership with no public access. Moreover, the area of the proposed parkland blocks will exceed the parkland dedication requirements.

The proposed stormwater management facility blocks, which total 8.3 hectares, are generally located within the Greenbelt lands but are outside of key natural heritage and hydrologic areas to preserve the ecological integrity of environmental lands. The stormwater management facilities are required to service the development within the Subject Site.

The natural heritage system block, totalling approximately 40.44 hectares, is proposed to be maintained as a natural area and will be conveyed into public ownership at the time of Draft Plan registration.

Table 3 summarizes the general land use statistics of the proposed Draft Plan.

Figure 2: Proposed Draft Plan of Subdivision



Source: Malone Given Parsons Ltd

Table 3. General Land Use Statistics

Land Use	Area (ha)
Residential	
Single Detached Units	9.23
Townhouse Units	4.29
Medium Density	4.13
Elementary School	2.12
Park	6.46
Stormwater Management Pond	3.65
Stormwater Management Pond/Park	4.65
Commercial	0.47
Firehall	0.76
Natural Heritage System	40.44
Future Residential	3.73
Road Widening	0.82
Future Road	0.21
Open Space	0.02
0.3m Reserve	0.01
Roads	9.76
Laneways	0.43
Total Land Area	91.18

Source: Draft Plan of Subdivision, prepared by MGP

Table 4. Estimate of Population and Jobs

Land Use	Units	Persons Per Unit (PPU)	Total People/Jobs
Single Detached Dwellings	241	3.666	884
Townhouse Dwellings	201	2.791	561
Medium Density Blocks ¹	413	2.791	1,153
Total Residential Dwellings	855		
Units per Net Hectare²	48		
Total People			2,598
Elementary School ³			80

Commercial ⁴			50
Firehall ³			20
Work at Home (4%)			104
Total Jobs			254
Total People & Jobs			2,852
Total People & Jobs per Gross Developable Hectare⁵			74

Notes

- 1 – The density assumed for the medium density blocks is 100 units per hectare. This is subject to change.
- 2 – Net hectare is based on the land used for residential lots, which is 17.66 hectares on the latest Draft Plan.
- 3- School and fire hall job estimates and will need to be confirmed at a later date.
- 4 – Commercial job estimate is based off 40% coverage of the commercial job, and assuming 40m² per job.
- 5 – Gross Developable Hectare is based off of deducting the Natural Heritage System (40.44ha), future residential – block 297-296 (3.73ha) and the over-dedication of park over and above the required 5% (8.57ha) from the gross total area of the Draft Plan (91.18ha), which results in 38.44ha.

2.1 Housing Assessment

In accordance with Section 3.5.3.6.1 of the current Caledon Official Plan (“COP”), the Town will endeavor to facilitate applications that would provide units that are affordable. On March 26, 2024, the Town of Caledon Council adopted the Future Caledon Official Plan (“FCOP”) which is intended to replace the current Caledon Official Plan. The FCOP is currently being submitted to the Region of Peel for approval. Section 9.8.1 of the FCOP states that The Town will work toward achieving the Region’s goal of 30 percent of all new housing units meeting the threshold of affordable housing. This report is prepared in accordance with Section 9.8.2 which requires that a housing assessment is prepared in support of development applications proposing more than 50 dwelling units. The purpose of this report is form on part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan.

The proposed development for the Subject Site is comprised of an estimated 855 residential units including the medium density blocks consisting of 241 single detached dwellings (28% of total units) and 201 townhouse units (24% of total units), five (5) medium density blocks (approximately 48% of total units), one (1) commercial block, one (1) firehall, and one (1) elementary school block. The single detached units consist of varying frontages ranging from 9.15 metre to 13.4-metre-wide lots and are accessed by public rights-of-way. The townhouse units have 5.8 metres to 6.1-metre-wide frontages and consist of a mix of street access and rear lane access units. The medium density blocks will be planned at a future date and could accommodate a variety of medium-density housing types such as back-to-back townhouses or stacked back-to-back townhouses. This provides a diverse mix of dwelling units within the Subject Site and for

the greater Mayfield Tullamore community.

The single detached and townhouse units are currently intended to be freehold tenure, with a range of unit sizes contemplated within the community. The detailed design and unit types have not been finalized for the medium density blocks; however, a general proportion of unit types and sizes have been considered for the Subject Site as input into the density analysis. Additional community area components are considered as part of the development of the Subject Site, such as the proposed 5 medium density blocks, commercial block, elementary school, and fire hall. These community area components will be considered in more detail through the review process of the Draft Plan of Subdivision application as well as the future respective Site Plan application stages.

The Region of Peel Official Plan (“RPOP”) provides Region wide new housing unit targets based on housing needs and findings identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy. Table 4 of the RPOP provides 3 sets of housing unit targets based on affordability, rental, and density.

Regarding affordability, the ROP requires a minimum of 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 (Section 5.9.11 - Table 4). According to the Peel Region Housing Strategy, affordable home ownership is considered to be all dwellings that are affordable to households in the sixth income decile or below. Based on the findings of the Peel Regional Housing Strategy, this affordable home ownership was \$421,617 in 2017. In comparison the average cost of new homes in the Region of Peel for single-detached dwellings was \$958,767, for Semi-detached dwellings was \$674,505, and for Town/row houses was \$628,443. The average cost of single detached dwellings was over double the threshold for affordable housing ownership in the Region of Peel. However, townhouse dwellings, which make up 45% of the total units, offer a typically more affordable ground-related residential unit and diversify the range of proposed unit types. As mentioned, it is currently premature to anticipate the unit sale prices within Mayfield Golf Course lands; therefore, at this time we cannot determine the number of affordable units; however, the proposed development includes opportunities within the five medium density parcels, as well as within the single detached dwellings (additional dwelling units) that are not detailed at this time.

Regarding target rentals, the RPOP states that 25% of all new housing units are to be rental tenure. The five medium density blocks have potential to contain affordable rental units as well as single detached units will have the potential to accommodate additional dwelling units as affordable rental units. However, at this point in time it is premature to determine the unit mix and tenure types of the medium density blocks. It should be noted that based on the Peel Region Housing Assessment, 23.8% of the housing supply in 2016 in the region were rental units.

In addition to the affordable rental opportunities within the proposed development of the Subject Site, the ongoing secondary plan process will contribute further opportunities for affordable rental units. Single detached dwelling units within the ongoing secondary plan

process will have potential to similarly accommodate additional dwellings units as affordable rent units. Additionally, the secondary plan process will plan for higher density forms along arterial and collector roads that will support the RPOP 25% rental tenure target for the area. Therefore, there are ample and sufficient opportunities within the proposed development and greater secondary plan process to accommodate the potential rental housing needs and support the affordable rental market.

Regarding target density, the RPOP states that 50% of all new housing units are to be in forms other than detached and semi-detached houses. Currently 45% of the total units are townhouse dwellings, however, this does not include the five medium density blocks which will contain housing that is neither detached nor semi-detached houses. It is anticipated that including the potential represented by the five medium density blocks would provide enough additional higher density housing to meet the density target set by the RPOP.

The Subject Site aim to provide a complete community, which is not only measured by affordable housing units, but also a mix and range of housing options, among other things. In our opinion, the Subject Site will be served by a range of ground-related residential units of a market tenure as well as townhouse units with strong affordable potential. In addition, the proposed development provides five medium density blocks which will be determined at a later stage. Further details will be provided at the Draft Plan of Subdivision and Site Plan development application stages.

3.0

Supporting Technical Studies

A number of technical studies have been prepared in support of the development of the Subject Site. This following summarizes the studies/reports which have been submitted in support of the proposed Draft Plan of Subdivision applications.

3.1 Natural Heritage Evaluation

A Natural Heritage Evaluation (NHE) was undertaken by Beacon Environmental. The results are set out in their report, dated October 2024. The purpose of this report is to describe the existing natural heritage conditions, identify applicable environmental policies, evaluate conformance, identify any potential impacts to natural heritage features and ecological functions, and identify appropriate mitigation requirements where appropriate.

The findings of the evaluation conclude the following:

- The proposed development will largely be located within the existing golf course area and will result in the removal of one small isolated unevaluated wetland, the partial removal of riparian wetlands associated with the West Humber River tributaries, the infilling of a portion of four headwater features, individual tree loss, and the removal of cultural meadow communities.
- The natural heritage corridor will be maintained and buffered resulting in an increase to the area within the natural heritage system.
- These lost features will be compensated through restoration and enhancement areas that will be identified in future stages of the planning and design process as well as low impact development.
- General mitigation measures have been proposed to ensure any potential adverse impacts to the natural system do not occur, including vegetation timing windows and ESC measures.

Subject to the implementation of the recommended mitigation measures mentioned above, the proposed redevelopment of the Subject Site is compliant and conforms with the relevant policies of the PPS, Region, Town, and the regulations of the TRCA. Consultation with MECP and DFO will be completed at the appropriate stage in the planning process.

For a further breakdown of the conclusions presented above please refer to the full Natural Heritage Evaluation.

3.2 Transportation Impact Study

A Transportation Impact Study was prepared by BA Group, dated October 2024. The purpose of the report is to assess potential impact of traffic changes caused by the proposed redevelopment of the subject site and identify any infrastructure improvement or mitigation measures that may be required to ensure the road network continues to operate in an acceptable manner.

The findings of the study concluded that the traffic associated with the proposed development can be acceptably accommodated at all intersections within the study area with minimal capacity impacts. It is projected that the proposed development will generate the following two-way external vehicle trips:

- 490 (AM) and 660 (PM) external vehicles trips for residential use;
- 25 (AM) and 70 (PM) external vehicle trips for the commercial use (inclusive of pass-by trips);
- 185 (AM) and 40 (PM) external vehicle trips for the elementary school use; and
- 15 (AM) and 15 (PM) external vehicle trips for the firehall

Access to the Draft Plan is proposed via three new unsignalized intersections along Torbram Road with Street A and Street B protecting for potential future signals. It is projected that the site traffic and each of the intersections can be accommodated. An on-site sight distance assessment was undertaken of the proposed connections to Torbram Road (i.e. Street A, Street O and Street B) and a desktop sight distance assessment was undertaken for key collector road intersections internal to the site. The assessment identifies a shortfall from the TAC requirements at the Street A / Street B / Street L intersection to the east due to the horizontal curvature of the road. As such, this intersection may be a candidate for all-way stop control to address the sight distance constraint.

An on-street parking plan has been prepared providing the following estimates:

- 346 on-street car parking spaces for the proposed 432 detached dwellings and street and lane townhouses in the Mayfield Golf Course lands (0.8 spaces per dwelling); and
- 22 on-street car parking spaces for the proposed 10 detached dwellings in the South lands (2.2 spaces per dwelling).

The proposed transportation demand management measures include the following:

- Mix of proposed land uses on the site;
- Provision of transit information package;
- Provision of cycling information package; and
- Provision of sidewalks and multi-use paths within the site.

The proposed development builds upon the surrounding existing grid like road network as well as the proposed road network for the applications submitted for nearby

developments. Of these, the most notable is the transportation report prepared for the proposed industrial development at 0 & 12245 Torbram Road (east of the subject site) which identifies an internal collector road network that provides east-west connections between Torbram Road and Airport Road, and a north-south connection that is envisioned to extend from Mayfield Road to Old School Road. Notably, an east west collector road (Street C) is proposed to connect to Torbram Road approximately 1.6 kilometres north of Mayfield Road, with the proposed control type noted as to be confirmed.

3.3 Phase One Environmental Site Assessment (Mayfield Golf Course)

A Phase One Environmental Site Assessment was prepared for the Mayfield Golf Course by Gemtec Consulting Engineers and Scientists Limited, dated September 15, 2022. The purpose of the Phase 1 ESA was to identify and document current and historical environmental conditions that could create adverse impacts to soil, groundwater, surface water, or sediment quality of the golf course site.

The following Areas of Potential Environmental Concern (APECs) were identified:

- Herbicides/pesticides are stored on site and regularly applied the golf course lands. Metals, inorganics, and organochlorine pesticides are potential contaminants in the soil.
- Two above ground storage tanks were observed in the maintenance yard, north of the storage building. The larger tank was actively used to refuel golf carts and equipment while the other was no longer in use.
- One site equipment maintenance and related activities were carried out in the workshop. Oils, lubricants, and waste oil were involved in the workshops and based on historical records, the site is registered as a generator of waste oils and lubricants. Associated contaminants are polycyclic aromatic hydrocarbon, PHCs, and volatile organic compounds.

The report concludes that a Phase Two ESA is required to assess the above noted APECs. For a further breakdown of the above findings, please refer to the Phase One Environmental Site Assessment of the Mayfield Golf course.

3.4 Phase One Environmental Site Assessment (South Parcel)

An additional Phase One Environmental Site Assessment was prepared for the South Parcel of the Subject Site by Gemtec Consulting Engineers and Scientists Limited, dated June 8, 2023. The assessment found one APEC which was the historical agricultural purpose of the site which used COPC's including metals and organochlorine pesticides that could have potentially impacted the soil. As such, a Phase Two ESA is recommended to investigate for soil impacts.

3.5 Phase Two Environmental Site Assessment (South Parcel)

A Phase Two Environmental Site Assessment was prepared for the South Parcel of the Subject Site by Gemtec Consulting Engineers and Scientists Limited, dated April 22, 2024. The assessment compares soil results to Ministry of the Environment, Conservation, and Parks (MECP) Table 1 Full Depth Background Site Condition Standards (SCS) for agricultural or other property use.

The assessment concludes that based on the results of the soil samples submitted as part of this Phase Two ESA, no exceedances of the applicable site conditions standard were identified in association with soil at the Site. Based on these findings, no further investigation is considered necessary.

3.6 Geotechnical and Hydrogeological Subsurface Investigation Report

A Geotechnical and Hydrogeological Subsurface Investigation was prepared by Gemtec Consulting Engineers and Scientists Limited, dated September 26, 2024. The purpose of this report is assessing the subsurface conditions.

The report provides the following conclusions:

- The subsurface soil conditions at the Subject Site is generally comprised of surficial topsoil and fill materials overlying interlayered deposits of glacial till and silty clay to clayey silt, as well as silt, sand and gravel, all underlain by bedrock containing interbedded limestone and shale.
- Surficial layer of topsoil ranging in from 80mm to 690 mm in thickness was found across the majority of the Site outside of the roadways, cart paths, and parking areas.
- Native deposits of gravel, silty gravel, sand, silty sand, silt, silt of slight plasticity, and mixtures of sand and gravel or silt and sand were encountered across the site.
- Cohesive and non-cohesive glacial till deposits were found across most of the site. They were largely comprising of silty clay or silty clay to clayey silt.
- Silty clay cohesive deposits were found across the site.
- Bedrock coring at several sites encountered bedrock consisting of grey, weathered to fresh limestone bedrock.

- A variety of fill materials was found at surface in several boreholes and is assumed to be associated with the construction of maintenance areas and grade raise fill for the Mayfield Golf Course Lands previous developments.
- Boreholes in the west half of the south lands were not advanced, however, the soils within the western half of the south lands are expected to remain consistent with soils in the remainder of the parcel and are inferred through nearby boreholes on the east half.

For a more detailed breakdown of the results, please refer to the Geotechnical and Hydrogeological Subsurface Investigation Report.

3.7 Geomorphic Assessment

A Geomorphic Assessment was prepared by Beacon Environmental Limited, dated October 8, 2024. The purpose of this report is to characterize the existing geomorphic conditions for the portions of watercourse relevant to the subject site, evaluate potential impacts related to the proposed development, contribute to the determination of development limits through the delineation of Redside Dace protected habitat limit (referencing 30 m from the meander belt).

The reports notes that this assessment does not include a meander belt analysis for the North-South Tributary as a result of the recent publication of the Recovery strategy and Action Plan for the Redside Dace (DFO 2024).

The report concluded with the following findings:

- Reaches WHT-1A, WHT-1, WHT-2, AD WHT-3 consist of a well-defined channel situated within a confined valley system;
- Historical assessment of land use and channel planform shows evidence that significant modification in the form of straightening occurred along the North-South Tributary occurred;
- Rapid geomorphic assessment identified that Reaches WHT-1A, WHT-1, WHT-2, AD WHT-3 are in transitional state with observed evidence of widening;
- RSAT assessment shows that WHT-1 and WHT-2 showcase a good overall ecological health while Reaches WHT-1A and WHA-3 showcase fair conditions;
- Lands within 30 metres of the meander belt, as required by applicable legislation, have been identified to delineate protected Redside Dace habitat limits as they pertain to the subject site; and
- A geomorphic span recommendation of 14 m was identified for the Street A crossing of Reach WHT-3

For an in-depth breakdown of the above findings, please refer to the Geomorphic Assessment.

3.8 Noise and Vibration Study

A Preliminary Environmental Noise Report was prepared by Jade Acoustics, dated

October 7, 2024. The purpose of the report was to assess and measure current noise levels and the potential future impacts of local noise on the surrounding environment.

The report concludes that all residential lots and blocks in the development are anticipated to meet the noise guidelines of the town of Caledon, the Region of Peel, and the Ontario Ministry of the Environment, Conservation and Parks. Where minor excesses exist or mitigation is required, future occupants will be advised through the use of warning clauses.

The development is not affected by rail or aircraft noise sources but is subject to the road traffic noise generated from Torbram Road and the proposed internal roads. Should noise become a concern of the lots and block that are located in close proximity to road sources, it is recommended that forced air heating systems sized to accommodate central air conditioning be used. The report also concludes that prior to issuance of building permits, acoustical requirements are reviewed regarding standard exterior wall and window construction. However, it is predicted that they will be satisfactory for all proposed lots and blocks.

Noise information regarding the commercial block, firehall, and elementary school block was not available at this stage of the project and a detailed noise analysis should be prepared in the future once information is available.

For further breakdown of the conclusions in this report, please refer to the Preliminary Environmental Noise Report.

3.9 Tree Inventory & Assessment Report

A Tree Inventory & Assessment Report was prepared by Schollen & Company Inc., dated October 4, 2024. The purpose of this report is to provide a complete inventory of the trees that are located within and immediately adjacent to the Subject Site.

The report concluded the following:

- The Subject Site encompass 980 trees
- 663 trees were assigned a Condition Rating of ‘Good.’
- 209 trees were assigned a Condition Rating of ‘Satisfactory.’
- 43 trees were assigned a Condition Rating of ‘Potential Trouble.’
- 27 trees were assigned a Condition Rating of ‘Declining.’
- 9 trees were assigned a Condition Rating of ‘Death Imminent.’
- 29 trees were dead.

Based on these finding the report provided 4 levels of recommendations:

- 287 trees were assigned Recommendation A - Tree to be retained where proposed grading allows. Tree may be subject to removal in the future pending detailed design.

- 658 trees were assigned Recommendation B - Removal of tree required due to conflicts with proposed construction & grading.
- 6 trees were assigned Recommendation C - Removal of tree recommended due to poor condition.
- 16 trees were assigned Recommendation D - Removal of dead tree recommended.
- 13 trees were assigned Recommendation E - Dead tree to remain.

For further breakdown of the conclusions in this report, please refer to the full report.

3.10 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by SCS Consulting Group Ltd., dated October 2024. The purpose of this report is to determine the overall impact of the proposed development on the water and wastewater servicing capacities. The report additionally is intended to demonstrate that the development can be graded and serviced in accordance with the Town of Caledon, TRCA, The Ontario Building Code, and the Ministry of Environment, Conservation and Parks (MECP) design criteria

Regarding stormwater management and storm servicing, the report provides the following conclusions:

- For quality control, MECP enhanced water quality protection is capable of being provided by three wet underground SWM facilities and one wet SWM pond.
- For erosion control, the runoff volume from a 25 mm rainfall event be detained over 48 hours by the underground wet SWM facilities and one wet SWM pond
- For erosion control, the retention of the first 5mm of rain will be provided through mitigation measures.
- For quantity control, the wet underground SWM facilities and one wet SWM pond will control the proposed run off rates in the 2 through 100 years storm events and existing regional peak flows.
- A water budget will be provided in future submission and the proposed retention measures are expected to match existing infiltration volumes.
- Storm sewers will be designed for the 10-year storm event, and were appropriate, adequate 100-year overland flow routes will be provided.

Regarding sanitary servicing, the report provides the following conclusions:

- Sanitary sewer system will be designed in accordance with the Town's criteria.
- The study area will convey a peak sanitary flow of approximately 377.7 L/s to the north servicing connection and a peak flow of approximately 17.0 L/s to the south servicing connection which is in conformance with the Secondary Plan high-level servicing analysis.
- External flows from future development lands northwest of the Subject Site is anticipated to be conveyed through the site.

- Additional sanitary service connection is proposed for lands along Mayfield road via forcemain to account for the delayed timing in the development of individual properties to the south.

Regarding water supply and distribution, the report provides the following conclusions:

- It is proposed to service the subject site via connections to the future 400mm diameter watermain on Torbram road.
- Water supply allocation is required from the Town.

Regarding grading, the report provides the following recommendations:

- The subject site will be graded in accordance with the Town's criteria.
- The subject site has been developed to match the existing surrounding grades and provide conveyance of stormwater runoff, including external drainage.
- Further grading design will occur at the detailed design stage.

Regarding erosion and sediment control during construction, an erosion and sediment control plan will be prepared at the detailed engineering stage

Regarding the proposed crossings, two crossings of Campbell Tributary are proposed to facilitate access to the study area, one for Street A as it crosses Campbell Tributary J through the center of the study area, and one from the northwest portion of the study area to the northeast portion of the site for Street C as it crosses Campbell Tributary J. The Regional flood condition of Campbell Tributary J will be maintained or improved by the proposed crossings.

Regarding utility considerations, the presence of and location of existing hydro, Bell and cable utilities on Torbram Road have been confirmed. Confirmation is required from Enbridge, Hydro One, Bell and Rogers regarding the proposed connection(s) location to the site.

For further breakdown of the conclusions and findings in this report, please refer to the full report.

3.11 Stage 1 Archaeological Assessment (Mayfield Gold Course)

A Stage 1 Archaeological Assessment was prepared for the Mayfield Golf Course Lands of the Subject Site by WSP, dated December 20, 2022. The of this report is to identify and assess any potential within the Subject Site for archaeological sites or significance.

The report found that the has archaeological potential for both pre contact Indigenous and historical Euro Canadian sites based he proximity of the tributary of the West Humber River which flows through the Study Area, the presence of well drained Pontypool Sandy Loam soils, and the fact that the Study Area is located in an area of Chinguacousy Township with a history of Euro Canadian occupation dating back to the early to mid 19th century. The assessment also identified multiple areas within the Study Area as potentially undisturbed.

The report concludes that portions of the Study Area retain archaeological potential and, as such are required to be subject to Stage 2 AA by a licensed archaeologist prior to development. Based on the findings, the report provides with recommendations:

- Portions of the Study Area that exhibit disturbed conditions, slope or permanently wet areas, as observed during the Stage 1 property inspection, are recommended to be exempt from further Archaeological Assessment.
- Portions of the Study Area that exhibit relatively undisturbed conditions, observed during the Stage 1 property inspection, are documented on Map 9 in the report. Prior to any impacts, it is recommended these areas be subject to Stage 2 AA by means of shovel test pit survey at 5 m intervals in accordance with Section 2.1.2 of the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologist.
- Portions of the Study Area were identified during the Stage 1 property inspection as likely disturbed due to the construction of the golf courses, but the level of disturbance was not able to be visually confirmed. Prior to any impacts, it is recommended these areas be subject to Stage 2AA by means of shovel test pit survey at 10 m intervals to confirm the extent of ground disturbance. Should intact topsoil layers be identified, survey intervals should be reduced to 5 m in accordance with Section 2.1.2 of the MCM Standards and Guidelines for Consultant Archaeologists (2011).

For an in-depth breakdown of the findings and recommendations provided above, please refer to the full report.

3.12 Stage 1 Archaeological Assessment (South Lands)

A Stage 1 Archaeological Assessment was prepared for the South Lands of the Subject Site by WSP, dated January 23, 2024. The purpose of this report is to identify and assess any potential within the Subject Site for archaeological sites or significance.

The report concluded that the subject site has archaeological potential for both pre-contact indigenous and historical euro-Canadian sites. Based on these findings, the report provides the following recommendations:

- A stage 2 Archaeological Assessment is required for portions of the study area that have been identified as having archaeological potential.
- Portions of the study area that may be ploughed should be subject to Stage 2 pedestrian survey at 5 m intervals in accordance with Section 2.1.1 of the Ministry of Citizenship and Multiculturalism’s standards and guidelines.
- Portions of the study area that cannot be ploughed should be subject to a stage 2 pedestrian survey at 5 m intervals in accordance with Section 2.2.1. of the ministry of Citizenship and Multiculturalism standards and guidelines.

For further breakdown of the conclusions in this report, please refer to the full report.

4.0

Planning Policy Analysis

4.1 Planning Policy Considerations

For the purposes of this policy analysis, it is assumed that the Subject Site is located within the Settlement Area. It is our understanding that following the approval of Ontario Bill 23, More Homes Built Faster Act (2022), which received royal assent on November 28, 2022, and Bill 185, Cutting Red Tape to Build More Homes Act (2024), which received royal assent on June 6, 2024, several proposed changes have removed upper-tier responsibilities from seven upper tier municipalities including the Region of Peel. The Region of Peel Official Plan, as of July 1, 2024, has become an official plan of the lower tier municipalities (including the Town of Caledon) within the Region of Peel. Due to this change, the Town of Caledon is required to implement and ensure that applications conform to the Regional Official Plan. The Region of Peel Official Plan, following Bill 162, Get It Done Act, 2024, which received royal assent on May 16, 2024, locates the Subject Site within the Urban Boundary and designates the developable portions of the lands for community uses.

It should also be noted that the Province has released changes to the Provincial planning documents. The proposed changes include repealing A Place to Grow.

4.2 Provincial Policy Statement, 2020

On August 20, 2024, the Province issued the new Provincial Planning Statement (“2024 PPS”). The 2024 PPS provides a streamlined provincial wide planning document that replaces the Provincial Policy Statement, 2020 and A Place to Growth: Growth Plan for the Greater Golden Horseshoe, 2020 to provide for a simplified and integrated land use planning policy framework combining and updating elements from both the Provincial Policy Statement and Growth Plan. The 2024 PPS will be effective on October 20, 2024. The Province also filed a regulation that revokes the Growth Plan, which will come into effect on the same date.

The 2024 PPS, is a province-wide housing focused document, generally consisting of policies grouped under five pillars: generate increased housing supply, make land available for development, provide infrastructure to support development, balance housing with resources and implementation. It enables municipalities to plan for and support development and increase the housing supply across the province; align development with infrastructure to build a strong and competitive economy that is

investment-ready; foster the long-term viability of rural areas; and protect agricultural lands, the environment, and public health and safety.

The 2024 PPS is still being considered by the Province as of the date of this report. Until the 2024 PPS takes effect on October 20, 2024, the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 continue to apply.

The Provincial Policy Statement 2020 (PPS) provides policy direction on land use planning, development, and other related matters of provincial interest. In particular, it provides long-term guidance for the development of healthy, liveable, and safe communities, a clean and healthy environment, and a strong economy. To achieve this, the PPS provides direction for focusing development in existing settlement areas, away from sensitive environments, and natural or human-made hazards. All land use decisions must be consistent with the PPS.

Section 1 provides policy direction on Building Strong Healthy Communities. The Subject Site is considered to be within a Designated Growth Area within the Settlement Area as defined by the PPS. Settlement Area's are intended to be *"the focus of growth and development"* (Policy 1.1.3.1).

It is the intent of the PPS to ensure that development occurs in a manner that is both cost- and land-efficient while avoiding those that may cause environmental or public health and safety concerns (Policy 1.1.1). According to the policies of the PPS, land use patterns within settlement areas shall be based on densities and a range and mix of uses which efficiently use land and resources, optimize the use of existing and planned infrastructure and support active and public transportation (Policy 1.1.3.2). The proposed development provides a mix of uses (residential, commercial, institutional, and recreational) and can achieve a density that is appropriate and will support active and public transportation. The layout of the Draft Plan focuses the density along the arterial road, with a range of housing densities implemented throughout the remaining area of the Draft Plan. The proposed development makes efficient use of land and infrastructure through extensions of existing municipal services. The contemplated arrangement of this development is intended to encourage active transportation through a development pattern that is pedestrian friendly. This is achieved through employing a modified grid street pattern system, pedestrian facilities, and convenient access to parks and open space.

Section 1.4 of the PPS reiterates a requirement for an appropriate range of housing types and densities to meet the projected requirements of current and future residents of the regional market area. Municipalities are required to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment, and if necessary, lands which are designated and available for residential development. At least a 3-year supply of serviced residential units must be made available through land suitably zoned to facilitate residential intensification and redevelopment and through land in draft approved and registered plans (Policy 1.4.1a and b). The proposed development assists the Town and the Region in accommodating planned growth by providing housing to meet

the projected needs of current and future residents.

The PPS also contains policies related to the protection of natural heritage features and the efficient use of resources (Section 2). As detailed in the Natural Heritage Evaluation prepared by Beacon Environmental, the proposed development is designed to respect the natural environment and to provide appropriate buffers to the natural heritage and hydrologically sensitive features, which will be protected in the natural heritage system blocks in accordance with the Caledon Official Plan and through further consultation with the Toronto Region Conservation Authority. Therefore, the proposed development is consistent with Sections 2.1 and 2.2 of the PPS.

As detailed earlier, a concurrent privately-initiated secondary has been submitted. This secondary plan will assist in finalizing the layout of the proposed development, including distribution of land uses, densities, and community infrastructure and the road network. It is our opinion that the Draft Plan, as currently proposed, can represent an efficient and appropriate development that is consistent with the PPS policies and can be representative of good planning.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (the “Growth Plan”) was prepared by the Province to implement its vision of stronger, more prosperous communities within the Greater Golden Horseshoe. Amendment 1 came into effect on August 28, 2020. The Growth Plan emphasizes the need to build complete communities, support a range of housing options, make efficient use of land and infrastructure, support transit viability, and provide for different approaches to managing growth that recognize the diversity of communities in the Greater Golden Horseshoe while minimizing sprawl (Section 1.2.1). All planning decisions “shall conform with” the policies of the Growth Plan.

The Subject Site is located within the Designated Greenfield Area within a Settlement Area as defined by the Growth Plan. It is the policy of the Growth Plan that the majority of the growth be directed to settlement areas that have delineated built boundaries, existing or planned water and wastewater infrastructure, and can support the achievement of complete communities (Policy 2.2.1.2a). Complete communities feature a diverse mix of land uses, improve social equity, provide a diverse range of housing options, expand convenient access to a range of transportation options, public service facilities and parks and open space, provide for a more compact built form and vibrant public realm, and integrate green infrastructure and low impact development where appropriate (Section 2.2.1). As such, the Subject Site is located in an area where growth is intended to be focused under the Growth Plan.

As the Subject Site is outside of the delineated built boundary, the Designated Greenfield Area (DGA) policies of the Growth Plan apply. In broad terms, the Greenfield policies direct new development to be planned in a manner that contributes to creating complete

communities and that support active transportation. DGAs will be planned to achieve a minimum density target that is no less than 50 residents and jobs combined per hectare for Peel Region. It should be noted that the density target does not apply to individual parcels of land and is measured across the entirety of the DGA. It is anticipated that the projected population and jobs for the proposed development will aid the Town in achieving its density targets, as the estimated density (as detailed in Table 3 of this report), exceeds the required minimum density target.

The housing policies of the Growth Plan support housing choice by promoting a diverse range and mix of housing options to meet the projected needs of current and future residents (Section 2.2.6.1). Municipalities will support the achievement of complete communities by realising the minimum intensity and density targets, considering the range and mix of housing options and densities of the existing housing stock, and planning to diversify the overall housing stock across the municipality (Section 2.2.6.2). The proposed development conforms with the housing policies of the Growth Plan by helping to meet the projected needs of current and future residents and appropriately contributes to the housing stock that the Town both contemplates and requires.

Regarding infrastructure, Section 3.2.1 of the Growth Plan requires the coordination of infrastructure planning, land use planning and infrastructure investment while also mandating that planning for growth considers the availability and location of existing and planned community infrastructure so that it can be provided both efficiently and effectively. Sufficient infrastructure is available to support the proposed development, as evidenced by the Transportation Impact Study and Functional Servicing and Stormwater Management Report.

As detailed earlier, a concurrent privately-initiated secondary plan has been submitted. This secondary plan will assist in finalizing the layout of the proposed development, including distribution of land uses, densities, and community infrastructure and the road network. It is our opinion that the Draft Plan, as currently proposed, can conform to the directions of the Province, as expressed through the policies of the Growth Plan.

4.4 Greenbelt Plan, 2017

The Greenbelt Plan 2017 (“Greenbelt Plan”) identifies where urbanization should be limited in order to provide permanent protection to the agricultural land base and the ecological and hydrological features and functions occurring on the landscape within the Greater Golden Horseshoe. In addition to protecting natural heritage and agricultural resource systems, the Greenbelt Plan supports the conservation of cultural heritage resources and provides a range of publicly accessible lands for recreation and tourism development.

A portion of the Subject Site is identified within the Greenbelt. This portion of the Subject Site is designated “Protected Countryside” with a “Natural Heritage System” overlay. The Natural Heritage System overlay includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features

and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system. Permitted uses in the Natural Heritage System include a full range of existing and new agricultural uses (Section 3.2.2.2), as well as existing, expanded or new infrastructure that is approved under the *Environmental Assessment Act* or the *Planning Act* (Section 4.2.1.1).

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

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

Stormwater management infrastructure is permitted within the Greenbelt Plan Area. Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3). The proposal does not include residential development on the lands within the Greenbelt.

The Draft Plan locates stormwater management facilities within the Greenbelt Plan Area but outside key natural heritage features. As demonstrated in the Natural Heritage Evaluation prepared by Beacon Environmental, the proposed infrastructure does not have an adverse impact to the natural heritage features and their ecological functions. Moreover, the stormwater management facilities serves the significant growth that is planned outside the Greenbelt, specifically in the Town of Caledon. The remainder of the Subject Site within the Greenbelt is proposed to be maintained as part of the natural system.

The policies of the Greenbelt Plan encourage the creation of a parkland, open space, and trails in the Protected Countryside. Specifically, policy 3.3.3.1 states that municipalities should provide for a full-range of publicly accessible, built and natural settings for

recreation, including facilities, parklands, opens space areas, trails and water-based activities. Where possible, parkland is proposed in the area of the Greenbelt Plan outside of Key Natural Features and related Minimum Vegetation Protection Zones.

The Proposed Development conforms with the Greenbelt Plan as all proposed infrastructure satisfies the criteria provided in the Greenbelt Plan and is located outside of key natural heritage and key hydrologic features.

4.5 Region of Peel Official Plan, 2022

The Region of Peel Official Plan (“RPOP”) was adopted by Council in April 2022 and approved with modifications by the Province in November 2022. In October 2023, it was announced by the Minister of Municipal Affairs and Housing that the Peel 2051 Official Plan would be revisited with municipalities capable of submitting requests for changes. On November 16, 2023, Bill 150 was introduced to reverse the previous Provincial decision regarding 12 upper and single-tier official plan including the Region of Peel Official Plan, and would only carry forward select modifications from the Minister’s previous Decision. Bill 150 received royal assent on December 6, 2023. As discussed earlier in this section, the RPOP following Bill 162, Get It Done Act, 2024, which received royal assent on May 16, 2024, now locates the Subject Site within the Urban Boundary and designates the developable portions of the lands for community uses.

The purpose of the RPOP is to provide Regional Council with a long-term policy framework for decision-making and planning by protecting the environment, managing resources, directing growth, and providing regional services in an efficient and effective manner.

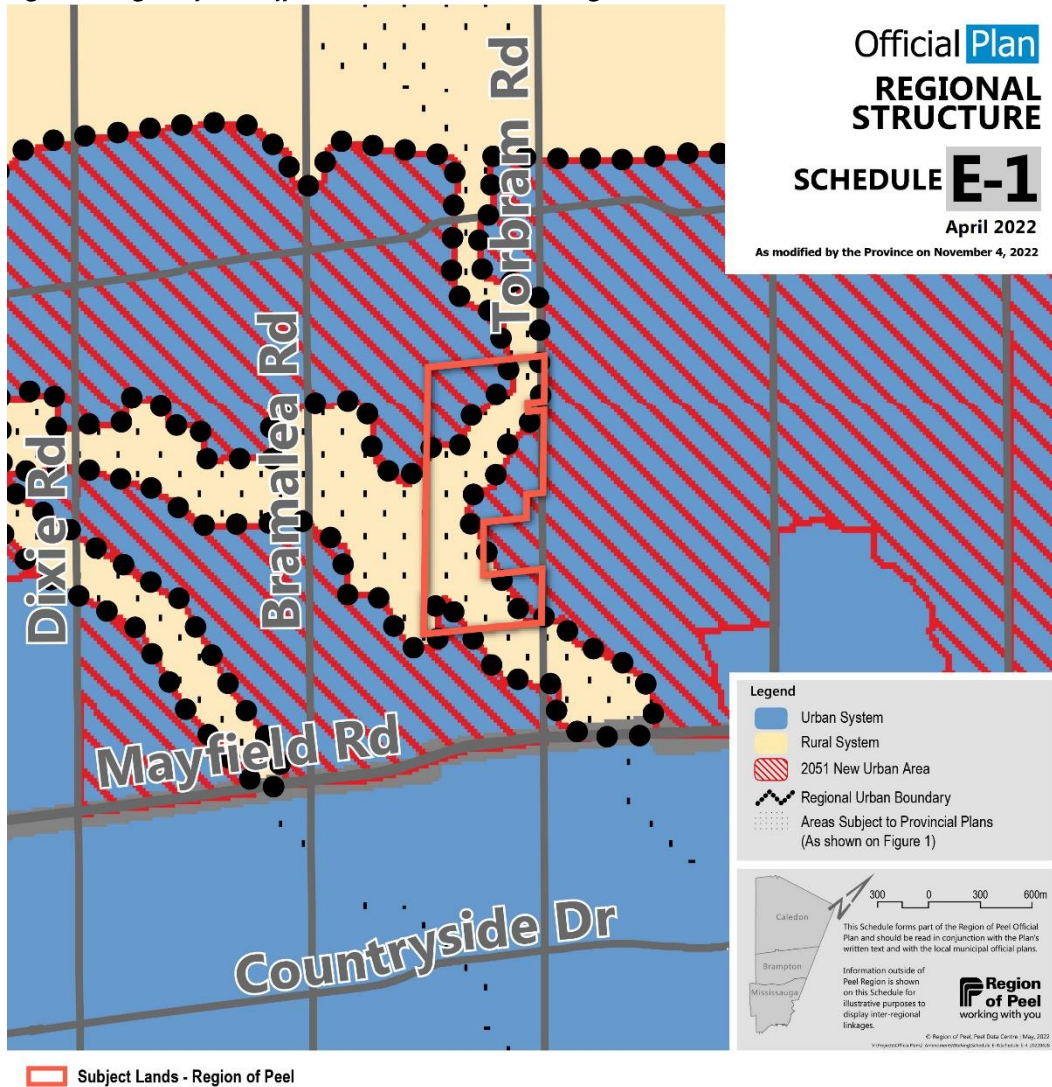
The goals of RPOP include creation of healthy, resilient, equitable and sustainable regional communities, recognizing, respecting, preserving, and enhancing the importance of ecosystem features, function, and linkages, ensuring resiliency to climate change, recognizing the importance of a vital, competitive and diverse economy, and supporting sustainable growth and development (Section 1.7).

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

The Subject Site is designated “Urban System” with a “2051 New Urban Area” overlay and “Rural System” with an “Areas Subject to Provincial Plans” overlay on Schedule E-1 in the RPOP and as shown in Figure 3.

Under the RPOP, the Subject Site is also identified as “Designated Greenfield Area” and “Greenbelt Area in Peel” on Schedule E-3, as shown in Figure 4.

Figure 3: Region of Peel Official Plan Schedule E-1 – Regional Structure



Source: Region of Peel Official Plan (2022), MGP (2023)

Urban System

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

The intent of the Urban System is to establish a complete healthy community by providing a compact built form and a mix of land uses that efficiently use land, services, infrastructure, and public finances and achieves an urban structure, form, and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). The Urban System is also intended to protect, restore, and enhance the natural environment and conserve the resources of the Region, as well as to provide the needs of Peel's

changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7). Urban development and redevelopment are directed to the Urban System and are to proceed in accordance with the growth management and phasing policies of the RPOP 2051 (Section 5.6.13 and 5.6.14). Per Section 5.6.15, local municipalities are directed to include policies in their official plans that support the Urban System objectives and policies.

The proposed development conforms with the objectives and policies of the Urban System as it proposes to establish a complete and healthy community by providing for a range and mix of land uses (residential, commercial, institutional, and recreational) and built forms (single detached, townhouses and other medium density forms) which ensures the efficient use of land, services, infrastructure, and public finances. The proposed development provides higher-density residential development and retail commercial uses at key arterial and collector road intersections to promote opportunities for transit-supportive development in locations where potential future transit stops may be located and encourage active transportation. Further, the proposed development provides parks and schools in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks.

Rural Lands

The Rural Lands of the Protected Countryside serve as vital connectors between Prime Agricultural Areas while also serving as primary sites for various recreational, tourism, institutional, and commercial activities. The Rural Lands of the Protected Countryside are intended to continue to accommodate commercial, industrial and institutional uses serving the rural resource and agricultural sectors, and support a range of recreation and tourism uses such as trails, parks, golf courses, bed and breakfasts and other tourism based accommodation, serviced playing fields and campgrounds, ski hills and resorts. Furthermore, the Region directs the Town to require proponents seeking non-agricultural use in the Rural Lands of the Protected Countryside to demonstrate appropriateness of location, suitability of water and sewage servicing, absence of negative impacts on key natural heritage and hydrologic features, and preservation of biodiversity and connectivity within the Natural Heritage System (Policy 2.12.16.2).

As per Policy 2.12.16.9, all existing, expanded or new infrastructure, that is subject to and approved under the Planning Act are permitted within the Protected Countryside provided it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.

The development proposes parks and stormwater management facilities, which are permitted uses within the Rural Lands portion. As demonstrated in the concurrently submitted Natural Heritage Evaluation (prepared by Beacon Environmental), these uses are located outside of the key natural heritage and hydrologic features and their associated buffers, and will have no negative impacts on the biodiversity or connectivity of the features. The stormwater management facilities will support the significant growth

planned for adjacent lands within the urban boundary of the Caledon settlement area.

Designated Greenfield Area

The Designated Greenfield Area designation refers to lands that are located within the Settlement Area boundary, but outside of the Built-up Area, as defined by the Growth Plan. According to the RPOP these areas are locations where new residential communities and employment areas will be accommodated to 2051, such as the Subject Site.

Figure 4: Region of Peel Official Plan Schedule E-3 – Growth Plan Policy Area



Source: Region of Peel Official Plan (2022), MGP (2023)

The RPOP sets a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 for the Region as a whole and a minimum target of 67.5 residents and jobs combined per hectares for the Town of Caledon (Section 5.4.19.6 and 5.4.19.7). Similar to the Growth Plan, the target is not applied to the individual properties and is

measured across the entire Designated Greenfield Area. The proposed development achieves a minimum density of 74 people and jobs per hectare, taking into account that there is a proposed over-dedication of parkland given the unique context of significant opportunities within the tableland of the Greenbelt to accommodate parkland. This meets the intent of the policies and contributes to the Region's overall Designated Greenfield Area density target of 70 people and jobs per hectare and the Town's assigned target of 67.5 people and jobs per hectare.

Designated Greenfield Areas are to be planned as complete communities that meet the day to day needs of future residents (Section 5.6.20). Development within Designated Greenfield Areas should support a range and mix of housing options and densities (Section 5.6.20.7). Section 5.6.20.9 directs municipalities to designate and delineate Designated Greenfield Areas in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of RPOP 2051. Section 5.6.20.12 requires that where an approved secondary plan is not already in place municipalities are to develop staging and sequencing policies that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with Regional infrastructure planning.

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

The proposed development consists of a range and mix of land uses including low and medium density residential, commercial, institutional, and recreational that will support a connected multi-modal transportation system that provides opportunity for residents to meet their day to day needs within their community.

The Subject Site is also immediately adjacent to the under construction industrial warehouse development at 12245 Torbram Road. This development is being constructed with oversized infrastructure in order to accommodate for future growth within the broader area. As such the proposed development represents the next logical, fiscally responsible and efficient next stage of development.

The proposed development is supported by an Environmental Impact Study (prepared by Beacon Environmental), which delineates the limits of the Natural Heritage System to ensure that development occurs outside of key natural heritage resources. The proposed development is largely located on a former golf course no cultural heritage resources are present on the Subject Site. Moreover, the proposed development avoids any impacts to the agricultural network as demonstrated in the Agricultural Impact Assessment prepared by Orion Environmental Solutions. Through further work as part of the Stage 2 Archaeological Assessment, it will be determined if there are any impacts to the proposed

development with any archaeological resources. Pending the findings of this assessment, the proposed development will be revised as necessary. The proposed development is designed to promote sustainable, active transportation and reduce dependency on cars through an efficient development pattern with compact built form that aims to provide a complete community. These elements of planning mitigate and adapt to the changing climate and facilitate energy and emission reductions.

2051 New Urban Area

Within the Designated Greenfield Area, the Subject Site is specifically identified as 2051 New Urban Area. The 2051 New Urban Area will include both Community and Employment Areas and are intended to accommodate approximately 175,000 people and 19,000 supporting jobs in Community Areas and 38,000 jobs in Employment Areas. The Subject Site is designated Community Area within the 2051 New Urban Area. Community Areas will be the focus of new residential communities.

The objectives of the 2051 New Urban Area reinforce the objectives of the Urban System and Designated Greenfield Area as they relate to establishing a framework for comprehensive planning to achieve complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres, ensuring that the staging and sequencing of development supports a logical development manner that efficiently utilizes existing infrastructure (Section 5.6.20.14.1 and 5.6.20.14.4).

A privately-initiated Secondary Plan process has been coordinated through the Mayfield Tullamore Landowner Group.

4.6 Future Caledon Official Plan

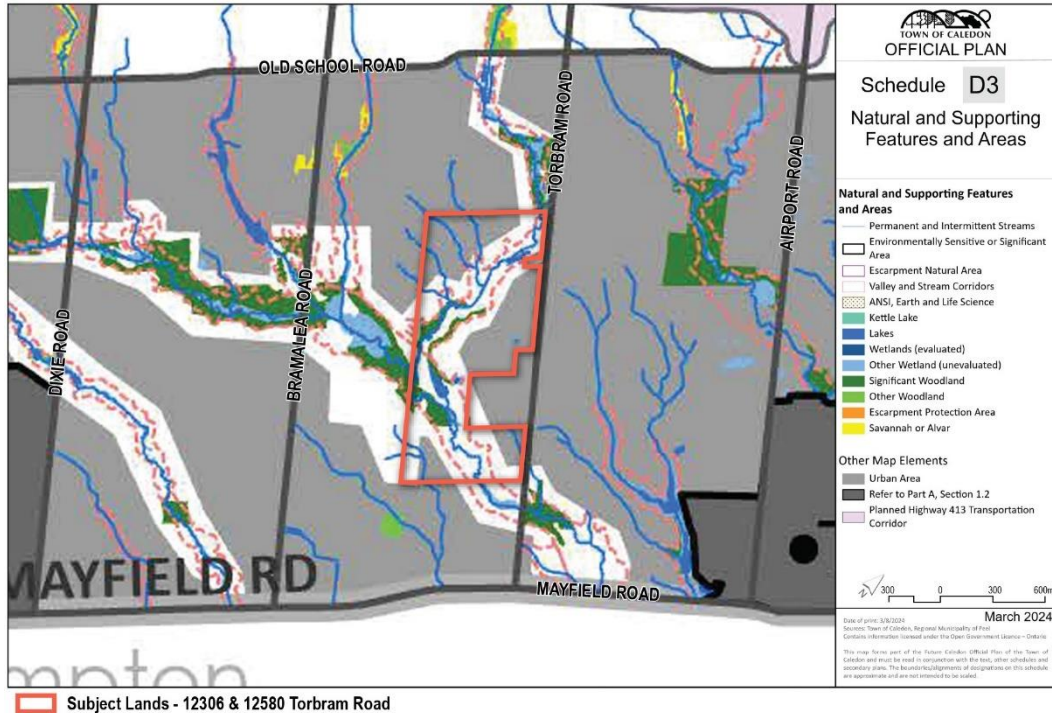
In 2019, the Town of Caledon initiated their review of the Caledon Official Plan as required by the Planning Act and to ensure conformity with provincial policy and the adopted RPOP. In March 2024, the Town of Caledon adopted the Future Caledon Official Plan (“FCOP”) for, and it is currently awaiting approval by the MMAH. The following section will provide an overview of the adopted FCOP policies to ensure that the proposed development is consistent with the newest policy direction provided by the Town.

The Community Areas shown on Schedule A4, which includes the Subject Site, are to be planned in accordance with Section 5.7 and the Chapter 6 policies of the FCOP (Section 3.5.33). Section 5.7.1 identifies that more detailed land uses will be applied to Community Areas during a Secondary Plan process. However, Section 4.3.75 generally provides that new neighbourhoods in Community Areas shall be designed as 15-minute neighbourhoods by incorporating a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes (Section 4.3.75). Residential development in new communities will include a range of housing types, densities and tenures to meet the housing objectives of the Official Plan (Section 4.3.78).

Natural Features and Areas

Portions of the Subject Site are designated Natural Features and Areas on Schedule B4 of the FCOP. Individual components of the natural environmental system are shown in Schedule D3, as shown in the figure below.

Figure 5: Future Caledon Official Plan Draft Schedule D3 – Natural Heritage System



Source: Future Caledon Official Plan (2023), MGP (2023)

As detailed in Policy 13.3.1, the Natural Features and Areas designation includes the following:

- significant wetlands;
- woodlands meeting one or more of the criteria for Core Area woodland on Table 1
- of the Region of Peel Official Plan;
- Environmentally Sensitive or Significant Areas;
- Provincial Life Science Areas of Natural and Scientific Interest;
- the Escarpment Natural Area designation of the Niagara Escarpment Plan; and,
- valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 of the Region of Peel Official Plan

The identification, mapping and the determination of significance of additional Natural Features and Areas that are not mapped on the schedules can only be determined after they have been evaluated through a Planning Act process, including this process, with the evaluation supported by the Town or the relevant approval authority (Policy 13.3.2).

If the Provincial plan policies are more restrictive than the policies of the FCOP, the more restrictive policies apply.

Development or site alteration within the Natural Features and Areas designation requires demonstration of no negative impacts on natural features or ecological function. This includes directing development away if possible, minimizing impact if unavoidable, mitigating impacts through restoration or enhancement, and considering ecosystem compensation where appropriate according to town guidelines.

Development or site alteration is not permitted within the Greenbelt Plan natural heritage systems and outside of settlement areas except for a variety of conservation and natural uses including conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered, activities that create or maintain infrastructure authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act, recreational uses in the Greenbelt Plan Natural Heritage System in accordance with Chapter 14, Parks and Open Space and small-scale structures for recreational use.

A proposal for new development or site alteration within 120 metres of any key natural heritage feature within the Greenbelt Plan natural heritage systems and outside of settlement areas will require an environmental impact study and/or hydrologic evaluation, or equivalent study agreed to by the Town and relevant agencies, that identifies a vegetation protection zone (Policy 13.5.4).

The proposed development proposes stormwater management facilities and parks, which are permitted uses within the Natural Features and Areas designation. Moreover, as demonstrated in the Natural Heritage Evaluation prepared by Beacon, the development limits were used to assist in establishing a layout (including identifying a vegetation protection zone) that is protective of the natural features and functions. The proposed development conforms to the policies related to environmental protection.

Moreover, two road crossings are proposed for connectivity, neighbourhood structure and traffic flow. The two road crossings are proposed in areas that are already disturbed by the presence of the golf course trail crossings. The remainder of the proposed road network is located away from the natural heritage system. Typical approvals from the TRCA will be required to construct the crossings to the watercourses and to interfere with their associated wetlands. The proposed crossing structures identified for the north-south tributary will require approval and/or permits/authorizations from both DFO and MECP.

High Aquifer Vulnerable Area

A portion of the subject site is identified as being located in a high aquifer vulnerable area on Schedule D3a. As per Policy 13.10.4, any development that proposes uses considered to be a high risk to groundwater, shall be accompanied by a containment management

plan. As the proposed uses (residential, retail stores, institutional and recreational) are not a high risk to groundwater, this policy is not applicable.

Significant Groundwater Recharge Areas

A portion of the subject site is identified as being located in a significant groundwater recharge areas as shown on Schedule D3b. As per Policy 13.10.4, any new development in significant groundwater recharge areas will implement low impact development and green infrastructure stormwater practices to maintain pre-development recharge rates to the greatest extent feasible in accordance with applicable provincial and Town requirements. As demonstrated in the submitted Functional Servicing and Stormwater Management Report, the proposed development implements measures to maintain pre-development recharge rates in accordance with the applicable requirements.

4.7 Proposed Mayfield Tullamore Secondary Plan

Concurrent with this draft plan of subdivision application, the Subject Site is part of a larger Secondary Plan (Official Plan Amendment) application process for the Mayfield Tullamore Area which has been submitted to the Town of Caledon. The Mayfield Tullamore Secondary Plan (“MTSP”) consists of 62 parcels that are approximately 607 gross hectares (1,500 acres), north of Mayfield Road, south of Old School Road, west of Torbram Road, and east of Dixie Road. The lands within the MTSP area, similar to the Subject Site, have all recently been brought into the urban boundary as part of the recently concluded Municipal Comprehensive Review process and are now included in the Regional Urban Boundary in the new Region of Peel Official Plan, as well as the recently adopted Future Caledon Official Plan.

It is intended that the Secondary Plan process will continue to follow concurrently with site-specific development applications by individual owners such as the Client with respect to the application for the Subject Site in this report. The purpose of this is to allow for a comprehensive and coordinated land use planning process to occur while permitting site-specific developments to adapt in tandem to the evolving secondary plan process. Further it will allow development in the MTSP area to proceed in a timelier manner, while ensuring that the larger scale community planning is properly informed with more detailed information from the development application submissions. As such, it is crucial to assess the Subject Site within the perspective of the greater MTSP.

Vision & Objectives

The MTSP is envisioned as a new neighborhood which will be designed as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The intent of the policies should be to achieve the population, employment and density targets set out in the Peel OP and the Caledon OP. The goal of the MTSP will be to achieve the five (5) objectives below:

1. The Community will be an environmental conscious community that includes a Natural Heritage System (NHS) and a network of open spaces and recreational areas which is sensitive and connected to the Greenbelt to provide additional recreational opportunities.
2. It will be a complete community that provides opportunities for people of all ages and abilities to conveniently access the necessities for daily living, including an appropriate mix of jobs, local stores and services, a full range of housing, transportation options, and community uses.
3. It will be a connected community that provides a multi-modal transportation network of complete streets and an active transportation and open space network accessible to all users that is well integrated with the Town and Region's transportation system.
4. It will be a well serviced and walkable community that provides easy access to transit and active transportation, as well as to shopping, recreation, and institutional uses.
5. It will be an attractive community that provides high-quality public and private spaces with design standards that create attractive and vibrant places.

The proposed development on the Subject Site, as discussed in the Natural Heritage Evaluation prepared by Beacon Environmental, is primarily located within the existing golf course and South Lands and that the natural heritage corridor within the site will be maintained and buffered resulting instead in an increase to the Natural Heritage System area. Any lost feature that do result from the proposed development will be compensated through restoration and enhancement areas identified in future planning and design stages. The proposed development therefore aligns with the objective of being an environmentally conscious community.

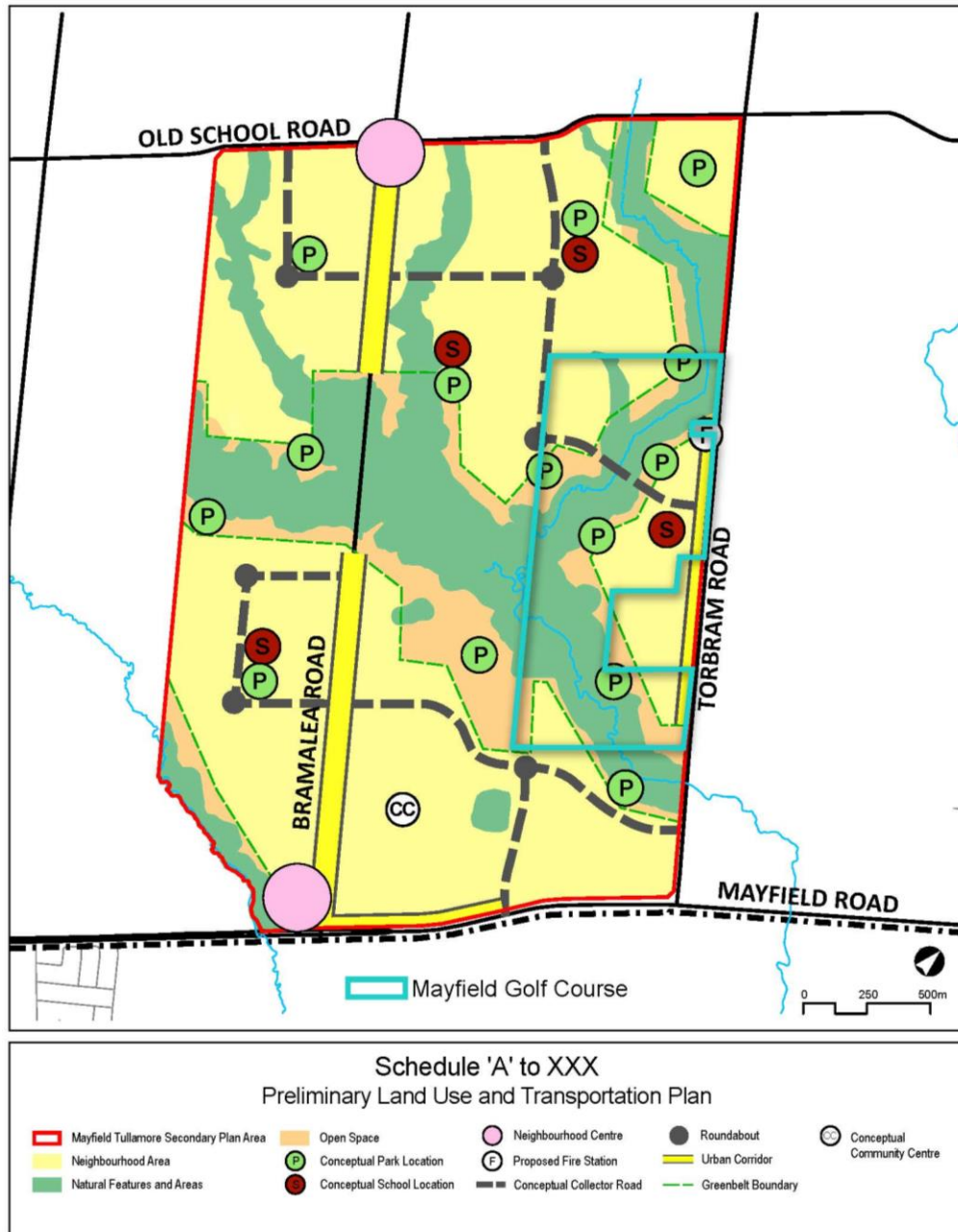
The proposed development within the Subject Site proposes a range of dwelling types, land uses, and amenities including single detached and townhouse dwellings, medium density blocks, an elementary school block, a commercial block, a firehall, and park blocks that support the creation of a complete community. The diversity of uses will provide access to the needs required for the daily living of residents.

The proposed development is anticipated to achieve a density of 74 people and jobs per hectare as outlined in Section 2. This surpasses the MTSP density target of 70 people and jobs per hectares that was intended to create a complete community with densities that are pedestrian, cycling, and transit-friendly. This will further support easy access to transit and active transportation by creating logical areas for transit stations and active transportation pathways to be located.

Proposed Land Use Plan

The MTSP provides five land use designations intended to ensure the development of a compact, transit-supportive complete community as shown in Figure 2 below. The proposed land use designations conform with the FCOP and includes Neighborhood Area, Urban Corridor, Neighborhood Centre, Natural Features and Areas, and Open Space.

Figure 6: MTSP Application - Preliminary Land Use and Transportation Plan



Source: MGP (2024)

The Subject Site, under the MTSP Proposed Land Use Plan, is proposed to be designated as Neighbourhood Area, Urban Corridor, Open Space, and Natural Features and Areas. The majority of the proposed development falls within the Neighbourhood Area which is intended to be developed to accommodate a wide range of housing types and forms for all ages and incomes. It is intended to permit ground-oriented residential uses, long term care homes and retirement homes, public service facilities integral to a neighbourhood, and neighbourhood-scale retail, commercial, personal service and

professional service uses. The proposed development aligns with this designation through the proposed single detached dwellings and townhouse units providing the necessary range of home while also providing the amenities required to support them.

The Urban Corridor designation is located along the eastern boundary of the Subject Site and intended to connect neighbourhoods through mixed use, mid-rise developments while serving as communities themselves that support a high-quality urban living environment with connections to transit services and cycling infrastructure. The proposed development on the Subject Site provides medium density blocks and a commercial block aligning with the designation and its intent as they are likely to be characterized by a mixture of primarily high intensity forms of development, including retail and service commercial uses, offices and residential apartments, as well as community facilities.

The Natural Features and Areas primarily covers the NHS portions of the Subject Site and is intended to reflect the design principle of achieving net ecological gain. The designation does not permit development or site alteration except for a range of natural resource management, conservation, recreation, and essential infrastructure uses. As discussed prior, the proposed development does not locate any development within the NHS and provides the appropriate buffers.

The Open Space designation represents the tableland within the Greenbelt Area permitting parks, stormwater management facilities, and active and passive recreational uses. The Open Space designation is primarily located abutting the NHS within the Subject Site. The proposed development utilizes parks and stormwater management ponds within these areas aligning with the intent and permitted uses of the designation.

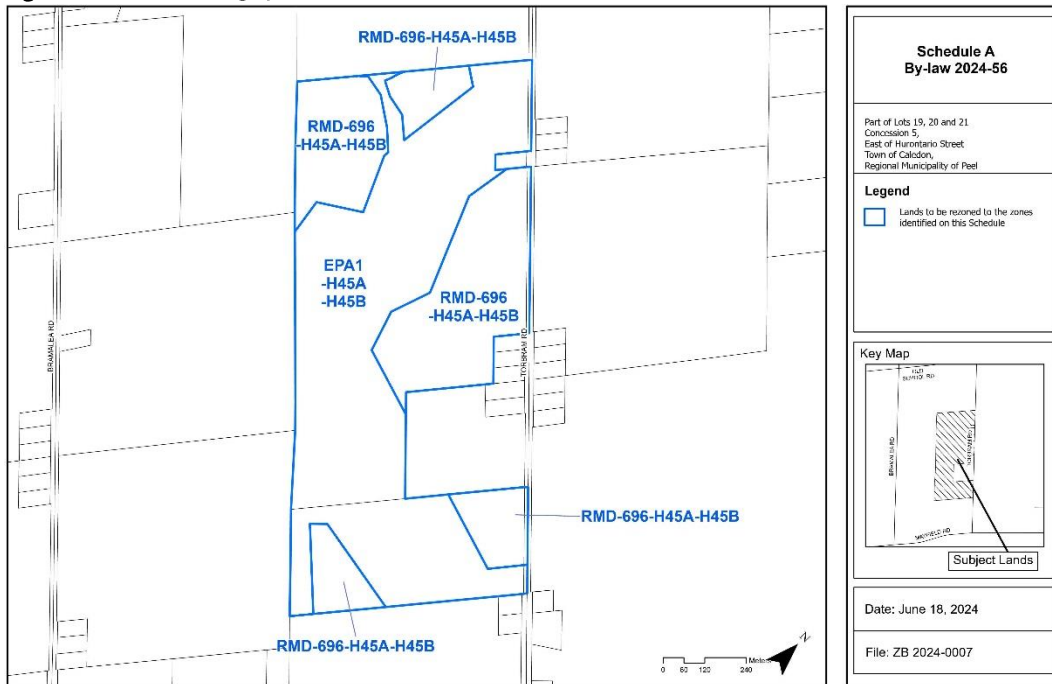
Based on the reasons discussed above, the proposed development within the Subject Site supports the objectives of the MTSP and aligns with the proposed designated land uses.

As noted earlier, through the concurrent privately-initiated secondary plan process, the delineation and location of these designations, as well as the associated policies will further be determined for the Subject Site, as well as the surrounding lands within the larger block bounded by Torbram Road, Old School Road, Mayfield Road and west of Bramalea Road.

4.8 Comprehensive Zoning By-law 2006-50

The Subject Site is located within Bylaw 2006-50 and is currently Mixed Density Residential Zone – Exception 696 – Holding Provision H45A and Holding Provision H45B (RMD-696-H45A-H45B) and Environmental Policy Area 1 – Holding Provision H45A and Holding Provision H45B (EPA1-H45A-H45B), as shown in Figure 4 below. The Subject Site was recently rezoned on July 23, 2024 by the Town of Caledon Council, where they approved By-Law 2024-056, being a by-law to amend Comprehensive Zoning By-law 2006-50.

Figure 7: Caledon Zoning Bylaw



Source: Town of Caledon

The RMD-696-H45A-H45B Zone permits a wide variety of dwellings including single detached, semi-detached, linked, rowhouse, duplex, multiplex and apartments dwellings. The zoning additionally permits a range of commercial uses, institutional uses and recreational uses as well as several amendments to definitions, general provisions, and zone standards to permit the proposed development. The EPA1-H45A-H45B Zone permits a wide variety of conservation uses, recreational uses and public infrastructure. The approved zoning for the Subject Site currently has holding provisions (H45A and H45B) applied to the entirety of the lands. The holding provisions permit on the following uses until removal of the holding provisions:

- a. A use legally existing on the lands as of the date of the enactment of this By-law;
- b. A use that was permitted on the Subject Site, or portion thereof, pursuant to Comprehensive Zoning By-law 2006-50 as of the date of the enactment of this By-law; and,
- c. Non-Intensive Recreation Uses and Environmental Management Uses.

Under By-Law 2024-056, the holding provision H45A may be lifted over all or a portion of the lands once the following conditions have been met:

- a. Approval of a secondary plan in conformity with the Town’s Future Caledon Official Plan or an official plan amendment;
- b. Approval of Draft Plan of Subdivision has been issued or where the lands are not subject to a Plan of Subdivision, a Site Plan Approval;

- c. Written confirmation, where required, from the Regional Municipality of Peel and/or the applicable utility, that:
 - i. a development agreement has been executed to implement the required water and sanitary services, which may include payment of fees and posting of required securities; and/or
 - ii. there is sufficient municipal water and sanitary sewer capacity to service the lands.

Under By-Law 2024-056, the holding provision H45B may be lifted over all or a portion of the lands once submission of an Environmental Impact Study among other things has determined the extent of the Natural Environment System (“EIS”) as defined in the Future Caledon Official Plan. This holding provision shall only be lifted from lands that are already within the EPA1 zone where those lands have been identified to form part of the Natural Environment System and protected from development through the EIS. The holding provision (H45B) shall not be lifted from lands that form part of the Natural Environment System and are protected from development as identified through the EIS where lands are zoned for residential or commercial uses on Schedule “A” in Figure 4.

The approved zoning amendment implements the permitted uses currently contemplated for the Subject Site and permits the proposed development.

5.0 Planning Opinion

5.1 Statement of Consistency and Conformity with Policy Documents

The Draft Plan of Subdivision represents good planning, subject to the future concurrent MTSP process, as it provides for an appropriate built form with a logical and efficient road pattern given the configuration of the subject site that implements the intent of the policies of the Region of Peel Official Plan. Section 51(24) of the Planning Act sets criteria that planning authorities shall have regard to when considering a Draft Plan of Subdivision. An assessment of the criteria is provided below:

Table 5: Section 51(24) of the Planning Act

	Criteria	Responses
a)	The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2	The Draft Plan is consistent with matters of Provincial interest, as outlined in the PPS, and conform to all Provincial Plans. The Draft Plan ensures conformity with growth management, natural heritage, infrastructure, and community building policies among other matters. Specifically, the proposed development, can be delivered in a timely manner, and aid in addressing the housing crisis in Ontario, and assist in meeting the Town’s housing pledge to the Province, to construct 13,000 units by 2031.
b)	Whether the proposed subdivision is premature or in the public interest	The Draft Plan has been thoroughly assessed and is appropriately supported by sufficient technical studies. The Draft Plan is in the public interest based on the policy analysis, to be finally determined following agency review and comment and after the forthcoming public consultation process including a comprehensive review through the forthcoming privately initiated secondary plan process. The Draft Plan implements the long-standing objectives of the Town, Region and Province to accommodate growth within a settlement area.
c)	Whether the plan conforms to	The Draft Plan conforms to the Town Official Plan,

	Criteria	Responses
	the Official Plan and adjacent plans of subdivision, if any	<p>subject to the final approval of the Council adopted version, which is anticipated to be provided shortly. The Draft Plan allows for the logical continuation of development as anticipated by the Town.</p> <p>Through the privately initiated secondary plan process, the Draft Plan can conform to the adopted Caledon Official Plan. A concurrent privately initiated secondary plan process allows for a comprehensive and coordinated land use planning process to occur while, in tandem permitting site-specific developments to adapt in tandem to the evolving secondary plan process, which will streamline the decision-making process and enable homes to be built and delivered faster in an area that is planned for growth.</p>
d)	The suitability of the land for the purposes for which it is to be subdivided	The proposed Draft Plan is located on lands suitable for the proposed uses, as supported by the submitted technical studies.
e)	The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The Draft Plan provides for a local street network that allows for logical connections to adjacent collector roads and regional roads. The proposed transportation system and right-of-way standards are appropriate as supported by the Functional Servicing Report prepared by SCS Consulting and Transportation Assessment prepared by BA Group in support of the proposed Draft Plan on the Subject Site.
f)	The dimensions and shapes of the proposed lots	All proposed lots are dimensioned, and are of an appropriate shape and size, that conform to the zoning standards set out in the implementing Zoning By-law that was approved through the Town Council on July 23, 2024.
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	The approved Zoning By-law Amendment that was brought forward Town Council provide for the appropriate restrictions on the lands proposed to be subdivided by limiting their use to those permitted in the zoning standards.

	Criteria	Responses
	adjoining land	
h)	Conservation of natural resources and flood control	The Proposed Development will protect and conserve the natural features in conformity with Provincial policy, and the Regional and Local Official Plans by proposing stormwater management facilities to mitigate the effects of water runoff. Furthermore, the preservation of the natural heritage system has been identified in the Natural Heritage Evaluation prepared by Beacon Environmental.
i)	The adequacy of utilities and municipal services	The Draft Plan can be serviced with adequate utilities and municipal services, which are available through extension from adjacent lands, as demonstrated in the Functional Servicing Report prepared by SCS Consulting.
j)	The adequacy of school sites	The Draft Plan proposes an elementary school site within walking distance of the proposed lots. As part of the approvals process, specifically the privately initiated secondary plan process, the school boards will determine the need for the school, and if required the appropriate size and location.
k)	The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes	The lands within the Natural Heritage System blocks in the Draft Plan will be conveyed into public ownership, inclusive of all associated buffers.
l)	The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy	The Draft Plan promotes energy conservation by promoting a compact design that encourages active transportation.
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	The design of the Draft Plan provides blocks of appropriate size and location for the townhouse portions of the development, as well as the medium density blocks, which are to be facilitated through site plan control at a future date.

	Criteria	Responses
	41(2) of this Act or subsection 114(2) of the <i>City of Toronto Act, 2006</i> . 1994, c. 23, s. 30; 2001, c. 32, s. 31(2);2006, c. 23, s. 22 (3,4)	

As set out in the above table, the Draft Plan can meet the requirements of Section 51(24) of the *Planning Act*.

5.2 Conclusion

As discussed in this report, the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Provincial Policy Statement (2020), the Greenbelt Plan (2017), the Region of Peel Official Plan (2022) within the in-force Town of Caledon Official Plan, the adopted Future Caledon Official Plan and the Town of Caledon Comprehensive Zoning By-law 2006-50 have been reviewed in assessing the appropriateness of the proposed development. It is our opinion that the proposed development is consistent with, or conforms to, the applicable policies and guidelines of these documents, as proposed to be amended, and implements good planning in the public interest, however, is subject to a comprehensive planning review of the larger block in the form of a concurrent privately initiated secondary plan process that have been submitted under separate cover. This secondary plan process will provide more detailed land use policies and outline provisions for infrastructure development, transportation, parks, and other essential services, ensuring that this area can accommodate growth in a coordinated and sustainable manner. This can be accomplished parallel to the review of these development applications.

We trust that this report and supporting material submitted is sufficient to allow Town staff to process and review the application for Draft Plan of Subdivision. If you require any additional information, or wish to discuss the application, please do not hesitate to contact me at any time.



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