

PLANNING JUSTIFICATION REPORT
FOR

TRENDS DEVELOPMENT INC.
PROPOSED ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF
SUBDIVISION APPLICATION

12909 KENNEDY ROAD

LOT 22, CONCESSION 2 EAST OF HURONTARIO STREET

TOWN OF CALEDON

FILE NO. PRE-2023-0248 & PRE-2023-0305

September 20, 2024

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1.0 INTRODUCTION

Candevcon Group Inc. has been retained by Trends Development Inc. to prepare this Planning Justification Report in support of the Zoning By-law Amendment and Plan of Subdivision Applications for the lands located at 12909 Kennedy Road in the Town of Caledon. The proposed development is part of Mayfield West Phase 1 Secondary Plan Expansion (Stage 2) area in the Town of Caledon and located at the southeast corner of Kennedy Road and Old School Road. The proposed Zoning By-law Amendment and Draft Plan of Subdivision seek to facilitate a mix of residential uses including single detached dwellings, semi-detached dwellings, street townhouse dwellings, stacked townhouse units, apartments, and non-residential open space uses.

A Pre-Application Review Committee (PARC) Meeting was held with Town of Caledon Staff on February 15, 2024, whereby comments and a checklist were issued to be addressed for formal submission. The Zoning By-law Amendment and Draft Plan of Subdivision are supported by technical reports and drawings and are intended to satisfy the Town's requirements for a complete application as described in Section 34 and 51 of the Planning Act.

Mayfield West Phase 1 Secondary Plan Expansion (Stage 2) (herein referred to as Mayfield West Secondary Plan Expansion) is a proposed expansion area to the Secondary Plan. On September 13, 2021, Glenn Schnarr & Associates Inc. submitted an application for Official Plan Amendment for the Mayfield West Secondary Plan Expansion that includes the subject lands. The Secondary Plan application contains a collective of 100 hectares and multiple landowners of underutilized agricultural lands that contain suitable opportunities for residential development. The application (File No. POPA 2021-0009) is currently in circulation by the Town and is expected to be received by Council in the coming months.

The purpose of the report is to outline the nature of the proposed development and to evaluate the proposal in the context of the applicable policy framework. Reviews of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan (ROP), Town of Caledon Official Plan, and Mayfield West Secondary Plan have been conducted. The report provides and analysis of, and justification for, the proposed development in accordance with good planning principles and a basis for the advancement of the applications through the planning process.

2. BACKGROUND AND CONTEXT

2.1 Site Description

The subject site is located within the Mayfield West Secondary Plan specifically at 12909 Kennedy Road on the east side of Kennedy Road and south of Old School Road (**Figure 1 – Aerial Photo**). The legal description of the property is Lot 22, Concession 2 East of Hurontario Street., in the Town of Caledon.

The property currently contains a farmhouse, multiple barns and related structures used for agricultural purposes. The brick farmhouse, a bank barn, and a small barn are proposed to be retained in the future subdivision. The farmhouse will be located on a separate building lot and the retained barns within a community park to highlight the historic landscape of the area. The remaining structures are proposed for demolition. The property along with adjacent 12895 Kennedy Road are listed on the heritage register based on the well-maintained late nineteenth century farmstead and adjacent church and cemetery.

The entirety of subject site (12909 Kennedy Road) has an area of approximately 36.81 hectares (90.96 acres) and are bounded by Old School Road to the north, environmental policy area to the east, existing residential subdivision to the south, and Kennedy Road with future planned subdivisions to the west.

2.2 Surrounding Land Uses

Mayfield West is a planned urban community in southern Caledon that features a mix of uses to form a complete community of residential, commercial, institutional and open spaces. There are several schools, parks and housing types that extend from the subject site to the City of Brampton's border. The following provides an overview of the surrounding proposed land uses:

- North: Old School Road is the northern boundary of Mayfield West Secondary Plan. North of Old School Road are Prime Agricultural lands and environmental lands. A single detached dwelling is located at the southeast corner of Old School Road and Kennedy Road that is not part of the subdivision;
- South: Immediately south of the property is the existing residential subdivision of Mayfield West Secondary Plan. The secondary plan is a planned complete community mainly consisting of single detached dwellings. Kennedy Road is a major arterial road in the secondary plan that has access to several other amenities and service uses;
- East: East of the property is the Natural Heritage System and agricultural lands that form part of the secondary plan area and are not proposed for expansion for development;
- West: Across Kennedy Road are the Argo lands that are part in the Mayfield West Secondary Plan Expansion and Official Plan Amendment containing a variety of residential types. The lands are largely agricultural with Natural Heritage System lands containing a tributary of the east branch of the Etobicoke Creek surrounded with natural vegetation.



3. PROPOSED DEVELOPMENT

3.1 Development Proposal Summary

The proposed development contemplates a diverse landscape of residential and open space uses. Residential uses include single detached dwellings, semi-detached dwellings, street townhouse dwellings, stacked condominium townhouses, and mixed-use apartment units (**Figure 2: Draft Plan of Subdivision**). A stormwater management pond, park, natural heritage system, and agricultural lands are part of the subdivision open space areas. Several new streets including collector roads, local roads, cul-de-sacs, and private roads are proposed to provide access through the subdivision and adjacent developments. Table 1 provides a breakdown of the land use and units in the subdivision.

| Table 1: Trends Development Subdivision Statistics | | | |
|--|-------------|--------------|----------------|
| Land Use | Units | Area (HA) | %of Total Area |
| Residential | | 15.81 | 43.15% |
| <i>Single Detached</i> | 232 | 8.42 | |
| <i>Semi-Detached</i> | 56 | 1.28 | |
| <i>Townhomes (Street)</i> | 95 | 1.80 | |
| <i>Townhouse (Stacked Condo)</i> | 228 | 2.80 | |
| <i>Apartments (Mixed Use)</i> | 108* | 1.02 | |
| <i>Affordable Housing Block</i> | 60* | 0.40 | |
| <i>Heritage House</i> | 1 | 0.09 | |
| Park | | 1.92 | 5.21% |
| Stormwater Management | | 2.12 | 5.75% |
| Vista | | 0.06 | 0.27% |
| Natural Heritage System | | 6.68 | 18.17% |
| NHS Buffer | | 2.14 | 5.78% |
| Agricultural | | 2.03 | 5.51% |
| Streets / Widenings | | 6.10 | 20.96% |
| Total | 785 | 36.87 | 100% |

*layout and units subject to site plan process

Residential Uses

The proposed residential uses consist of single detached dwellings, semi-detached dwellings, street townhouses, stacked townhouses and mixed-use apartments. The subdivision is designed with higher density residential uses (stacked townhouses and apartments) along the existing arterial roads and lower density uses in the interior of the subdivision. The higher density uses will have direct access to Old School Road and Kennedy Road to accommodate more vehicles and for residents to access transit.

The proposed residential uses consist of two hundred thirty two (232) single detached lots categorized as low-density residential providing a variety of lot sizes. The single detached lots are located within the

interior of the subdivision mainly on local roads, within small blocks and backing onto open space. Frontages of the interior lots are proposed at 11.6 metres and depths at 27.0 metres.

Twenty-eight (28) semi-detached lots are proposed in the subdivision to provide further diversity of housing types at a low to medium density. The semi-detached lots are located along Collector Streets 'A' and 'B' and local Street 'E' and have a frontage of 13.7 metres. Fifty-six (56) semi-detached units are proposed providing a transition of housing suitable for many lifestyles.

Street townhouses are aligned on four separate blocks throughout the subdivision and provide a gentle transition between low and high density uses. Street townhouses, a medium density residential use, offers a more affordable option to single detached dwellings providing more floor area than stacked townhouses. Street townhouses interior units are proposed to have a unit width of 6.1 metres and a depth of 27 metres.

Stacked townhouses offer a higher density than traditional street townhouses and propose more compact units within the building with a height of four storeys. Stacked townhouses are proposed within Blocks 2A, 2B and 2C which will require condominium applications to facilitate the use. These blocks are adjacent to arterial roads and contain surface parking spaces at a rate of 1.5 spaces per unit with an additional 0.25 visitor spaces per unit, contain a private amenity area for light recreation for immediate residents. Condominium townhouses are planned along private roads and laneways that will be maintained by a private service.

Mixed-Use Block

Block 3 is a mixed-use block for proposed apartments, located at the northwest side of the subdivision with frontage to both Old School Road and Kennedy Road. The mixed-use block will undergo a further site plan and condominium application to facilitate the apartment uses. A concept plan with site statistics of Block 3 will be provided. A limited number of commercial retail or service uses are planned on the ground floor of the apartment buildings to provide a mixed-use block. These retail uses are planned service uses that will benefit the residents of the apartment buildings and of the entire subdivision as a convenient option.

Currently, two buildings are proposed, each 6 storeys in height with a total of 108 units. The height and massing of the buildings are considered high density providing transition to the adjacent stacked townhouse buildings that are of a similar height. The apartment buildings will offer the most affordable units in the subdivision and adds residential diversity to the subdivision. Resident and visitor parking spaces are provided at the surface of the block along with landscaped greenspaces.

Affordable Housing Block

Block 3A contains an apartment building fronting onto Kennedy Road which has been selected to be conveyed to the Region of Peel for affordable housing. This block meets the affordable housing requirements stipulated by Regional policies. In total, a 0.4 hectare (1 acre) that includes proposed access, parking and an apartment building are planned for affordable housing block as per the Mayfield West Secondary Plan Expansion. The block is labeled "Block 3A Residential (Special)" on the Draft Plan of Subdivision and the inventory of units will help satisfy the Region's affordable housing needs.

Population Density

The density analysis is outlined in *Table 2: Projected Population Density*. The minimum density is achieved solely by projecting the number of residents. Based on the persons per household used in the Region of Peel's Development Charge Background Study (2020), it is estimated that the total population within the subdivision, upon full build out, could be approximately 2585 persons. The proposed Draft Plan of Subdivision will achieve a population density of 164 people per hectare. This exceeds the minimum densities of both the 2020 Growth Plan and Region of Peel Official Plan. The development pattern introduces a diversified housing stock and establishes a density that will help create a community that is transit supportive. In addition, to offering this level of density the development proposal preserves the existing Natural Heritage System within the site with buffers. The development's integration with the surrounding Natural Heritage System promotes active usage creating a healthy and sustainable community.

The density calculation analysis outlined in Table 2 does not include commercial or home employment calculations. Should retail space be included additional employment/jobs would be created and further increase the projected density. The proposed Draft Plan of Subdivision will assist the City of Brampton to meet the Growth Plan's and Region's density targets.

Table 2 : Projected Population Density

| Dwelling Type | # of Units | # of people per unit ¹ | Total population generated | Total of Subdivision Area (ha) | POPULATION DENSITY (# of people per hectare) | UNIT DENSITY (Units/ha) |
|-----------------------------------|------------|-----------------------------------|----------------------------|--------------------------------|--|-------------------------|
| Single Detached | 232 | 4.202 | 974 | 8.42 | 115 | 27.54 |
| Semi-Detached | 56 | 4.202 | 235 | 1.28 | 183 | 43.75 |
| Street Townhouses | 95 | 3.328 | 316 | 1.80 | 175 | 52.77 |
| Subtotal | 383 | | 1525 | 11.50 | 132 | 33.30 |
| Stacked Townhouses ² | 228 | 3.048 | 694 | 2.80 | 247 | 81.42 |
| Mixed Use / Mid-Rise ² | 108 | 1.612 | 270 | 1.02 | 264 | 105.88 |
| Affordable Housing ² | 60 | 1.612 | 96 | 0.40 | 240 | 150 |
| Total Residential | 779 | - | 2585 | 15.72 | 164 | 49.55 |

¹ Number of people per unit (by type) and total work from home jobs generated are as outlined by the Region of Peel Development Charges Background Study (Sept. 8, 2020)

² Approximation. Subject to change with Site Plan Submission

Single Units:

232 units x 4.202 ppl/unit

Townhouse Units

95 units x 3.328 ppl/unit

Apartment Units

108 units x 1.612 ppl/unit & 308 units x 3.048 ppl/unit

The Trends Development Inc. subdivision proposes a total of 779 residential units that will be developed on approximately 15.72 hectares of net land (residential lot area excluding other areas) to create a density of 49.55 units per hectare. There are several residential designations in the Official Plan that are applicable to the subject lands, each with permitted net density ranges. A detailed description of the residential density and its conformity to the designation of the Secondary Plan is provided in section 4.5 of this report.

Road Network

The detailed road network and classification of the road hierarchy proposed by the Trends Development Inc. subdivision is illustrated in the Preliminary Road Plan (PRP-1). Kennedy Road, a major arterial road, establishes the western edge of the development while Old School Road, an arterial road, is the northern boundary. The internal road system establishes Streets 'A' and 'B' as collector roads designed, with a 22.0 metre right-of-way, as the main access points to the subdivision to the arterial roads. Streets 'C' and 'K' additionally provide less impact accesses to the subdivision from the west and the south, respectively. Local roads of the subdivision (Streets 'C' to 'O') are designed with an 18.0 metre right-of-way, providing safe, pedestrian scaled surroundings encouraging active lifestyles. The proposed street design for the subdivision are accessible to different forms of transportation including vehicles, cyclists and pedestrians where sidewalks are proposed.

Open Space Network

The open space network for the development is proposed in the form of a public park, stormwater management pond, natural heritage system, and agricultural lands.

The park is 1.92 hectares in size and is located at a gateway to the subdivision, on the southeast corner of Kennedy Road and Street 'A'. The park has three road frontages for residents of the subdivision to access conveniently. Opportunities for active and passive recreation are introduced in the park along with trails to connect the street frontages. The small barn and bank barn currently on the property will be retained and integrated into the design of the new park to reflect the historic agricultural uses of the past.

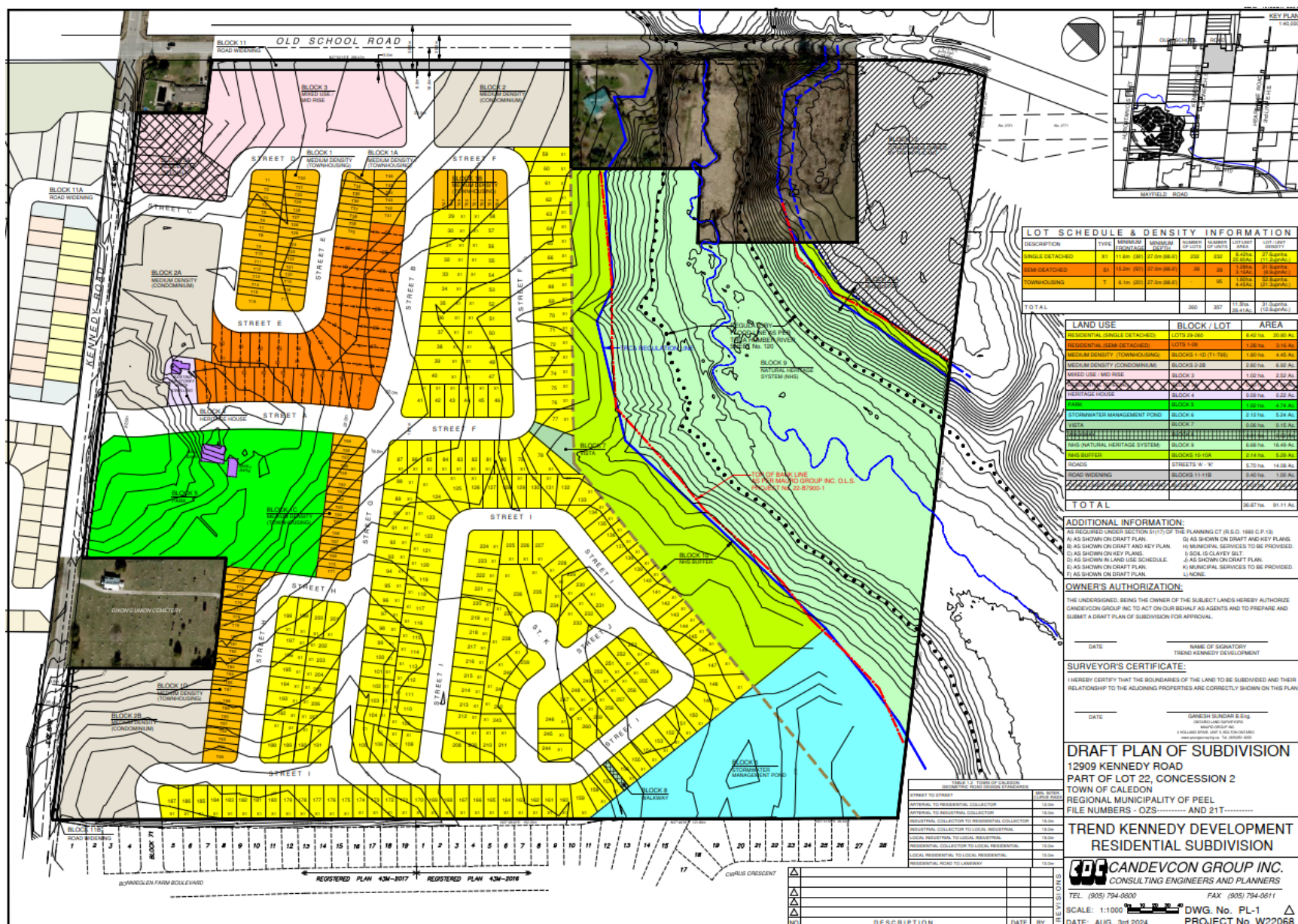
A stormwater management pond is proposed at the southeast corner of the subdivision to accommodate stormwater run-off from the majority of the proposed residential lands in the subject subdivision and adjacent subdivision. The facility is 2.12 hectares in size and is accessible from a small walkway from Street 'K'. The stormwater management pond extension into the Natural Heritage System within the Greenbelt area is permissible through the Mayfield West Secondary Plan Expansion policies.

A Natural Heritage System exist on the subject lands that are part of the vegetated area surrounding the Kilmanagh Creek, a tributary associated with the West Humber River. The creek traverses north and south of the subdivision's east side and contains natural vegetation and significant ecological features. The Toronto Region Conservation Authority previously staked the Natural Heritage Area and determined a regulation line for the system followed by a large buffer area. Although the Natural Heritage System is not publicly accessible, the environmental features contribute towards a liveable community fostering a healthy quality of life and well being.

The subject development constitutes a compact urban form, creating a complete community by providing a range of housing options, recreation uses and limited commercial uses. These uses improve the economic vitality of the area and implements good urban design practices to improve streetscapes and the pedestrian environment. The road pattern has been laid out in a format maximizing opportunity for easy and quick connections taking into account cyclists and potential future transit options.

3.2 Description of Planning Applications

Applications for Zoning By-law Amendment and Draft Plan of Subdivision are being submitted concurrently to facilitate this proposal for 232 single detached dwellings, 56 semi-detached units, 95 street townhouses, stacked townhouses, mixed-use apartments, affordable housing and various open spaces. Local and collector streets provide access throughout the subdivision and surrounding development. An Official Plan Amendment is not required since the lands are brought into the Mayfield West Secondary Plan through a phased expansion (POPA 2021-0009). A Zoning By-law Amendment will establish the specific land use zones for each block specifying the zone provisions and regulations to facilitate the proposed development. This will allow the land to be used for the appropriate types of development facilitated with the Draft Plan of Subdivision, specifically provisions for residential lot sizes, area, width, depth and setbacks.



4. PLANNING POLICY CONTEXT AND ANALYSIS

The following sections include information regarding the applicable planning regime, which includes the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Caledon Official Plan and Mayfield West Secondary Plan.

4.1 Planning Act

The Planning Act sets out the legislative framework and defines the powers of municipalities and authorities for land use planning in Ontario. Section 2 of the Planning Act requires decision of Council of a municipality to have regard to matters of provincial interest. It is our opinion that application for Plan of Subdivision and Zoning By-law Amendment are consistent with Section 2 as follows:

- 2 (a) *the protection of ecological systems, including natural areas, features and function*

The proposal will designate natural areas under the appropriate designations for their protection;
- (b) *the protection of the agricultural resources of the Province*

The subject site is located within a future Urban Boundary and the agricultural resources that surround the subdivision are protected;
- (c) *the conservation and management of natural resources and the mineral resource base*

The proposal has regard to the conservation and management of natural resources on the property and surrounding area;
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

The heritage and archaeological resources are preserved on the site as analyzed in technical documents submitted;
- (e) *the supply, efficient use and conservation of energy and water*

The proposed development is compact in form with residential land use while supporting the use of active transportation and transit;
- (f) *the adequate provision and efficient use of communication transportation, sewage and water services and waste management systems*

The proposal provides for the efficient use of communication, transportation, sewage and water services and waste management systems for the development;
- (g) *the minimization of waste*

The proposal has regard to waste management policies to help minimize waste;
- (h) *the orderly development of safe and healthy communities*

The proposal represents orderly development as it will make efficient use of the land and provide future residents with access to existing transit and pedestrian connections;

- (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies*

The proposal provides facilities, and services that are accessible for persons with disabilities

- (i) *The adequate provision and distribution of educational, health, social, cultural and recreational facilities*

The proposal provides for education, health, social, cultural and recreational facilities consistent with the Mayfield West Block Plan;

- (j) *the adequate provision of a full range of housing, including affordable housing*

This proposal will permit development of 779 single detached, semi detached, townhouse and apartment units which will add diversity of housing to the area;

- (k) *the adequate provision of employment opportunities*

The proposal adheres to employment opportunities;

- (l) *the protection of the financial and economic well-being of the Province and its municipalities*

The proposal represents the best economic well-being of the Province by implementing new residential units on underutilized land

- (m) *the co-ordination of planning activities of public bodies*

The planning process will see the coordination of the town, region and province public bodies to guide the proposal to their satisfaction;

- (n) *the resolution of planning conflicts involving public and private interests*

The proposal has regard to the resolution of planning conflicts if one were to arise between public or private parties

- (o) *the protection of public health and safety*

The subdivision design has regard to the public health and safety of residents, pedestrians and other users of the site

- (p) *the appropriate location of growth and development*

The proposal is within an appropriate location for growth and development as it will make efficient use of land and existing infrastructure;

- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians*

The proposal will provide future residents with access to existing transit routes, and it is design to facilitate pedestrian movement both within the site and boarder area

- (r) *the promotion of built form that,*
- (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The proposal will contain well designed built form that encourages a sense of place

- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate*

The proposal is sustainable by promoting active transportation and adapting EV options in the design of the buildings to mitigate emissions

Section 3(5) of the Planning Act requires a decision of a council that a planning matter shall be consistent with provincial policy and shall conform with and not conflict with provincial plans. It is our planning opinion that the applications for Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the Provincial Policy Statement and conform to policies outlined in Section 4.2 below.

Section 34 of the Planning Act enables municipalities to pass Zoning By-laws permitting and prohibiting uses of land, buildings, structures and regulating the construction to include the requirement for parking and loading facilities. The proposed development is an appropriate arrangement with respect to the types of uses and densities proposed.

Section 51 (24) of the Planning Act sets out the criteria that approval authorities must have regard to in considering the approval of a Draft Plan of Subdivision. It is our opinion that applications for Plan of Subdivision and Zoning By-law Amendment are consistent with Section 51 (24) as follows:

- a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

Matters of provincial interest are met as outlined above;

- b) *whether the proposed subdivision is premature or in the public interest;*

The proposed subdivision is within the public interest since the property has been designated for future development by the municipality;

- c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed subdivision conforms to the proposed Official Plan designation, and is designed to conform to the size and built form of the adjacent subdivision lots;

- d) *the suitability of the land for the purposes for which it is to be subdivided;*

The property is currently underutilized and is suitable for development since it is located within the Mayfield West settlement area;

- 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 road system and grading plan are aligned;

- f) *the dimensions and shapes of the proposed lots;*

Conform to the municipal standards and policies;

- g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

The proposed subdivision has regard to the environmental protected lands on and adjacent to the site

- h) *conservation of natural resources and flood control;*

The proposed subdivision has regard to the health and safety of conservation of natural resources;

- i) *the adequacy of utilities and municipal services;*

The proposal will be built with accurate utilities and municipal services that are accessible;

- j) *the adequacy of school sites;*

School sites that outside the subdivision will be adequately accessible

- k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

Land will be conveyed or dedicated for public purposes where required;

- l) *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;*

The proposed development has regard to energy conservation strategies;

- 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 proposal has regard to site plan control, if required;

We have reviewed all the criteria, and it is our planning opinion that the applications for Draft Plan of Subdivision and Zoning By-law meets and satisfy all criteria.

4.1.1 Bill 23, More Homes Built Fast Act, 2022

The Ontario government announced a bill on October 25, 2022, that aims to add 1.5 million new homes within the province in the next decade and help alleviate pressure on the housing market. Bill 23 will be influential in suburban municipalities such as Caledon since it encourages densifying residential uses to accommodate more people. The bill streamlines residential projects by amending policies of other legal documents that traditionally slow down the planning process and construction. This includes changes to the Planning Act, Development Charges Act, Ontario Heritage Act, and Conservation Authorities Act that will all introduce new policies to reduce delays on development approvals. Bill 23 will benefit the proposed subdivision and other projects in Caledon that will increase housing supply and accommodate residents quicker than normal.

4.2 Provincial Policy Statement 2020 (PPS-2020)

The Provincial Policy Statement provides policy direction on land use planning and development matters of Provincial interest while ensuring the protection of Provincial resources, public health and safety, and the quality of the natural and built environments. All planning decisions in Ontario must be consistent with the policies of the PPS.

On May 1, 2020, the PPS-2020 came into full force and effect. The PPS updated policies to support the provision of a greater mix of housing options and to support residential intensification while responding to current and future needs of communities. The focus of the Provincial Policy Statement update is to aid in increasing housing supply, support jobs which reduce barriers and other costs in the land use planning system.

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.0 of the PPS provides policy direction related to the development of strong, healthy communities encouraging efficient development patterns and provides an emphasis on redevelopment and intensification. Section 1.1.1 of the PPS states that “healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land uses planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost -effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and the elderly by addressing land use barriers which restrict their full participation on society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate*

These policies encourage the establishment of sustainable communities by recognizing that the province's long-term success is dependent upon the use of planning changes being managed wisely. The proposed subdivision promotes efficient development and land use patterns for the entirety of the subject site. This development provides a carefully planned intensification to an area that can accommodate residential growth. The subdivision design connects to an existing municipal water and wastewater system to the south, ensuring convenient access to meet the community's projected needs. Applicable environmental buffers have been included to protect development from encroaching within environmentally sensitive areas along the West Humber River.

Settlement Area

The focus of growth and development in settlement areas is stated in Section 1.1.3:

1.1.3.1 Settlement areas shall be the focus of growth and development.

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

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

The proposed development is within a designated Settlement Area that follows the phasing plan set out by the Mayfield West Secondary Plan and is the logical continuation of the existing Built-Up Area south of the site. Furthermore, the proposed development establishes a mix of residential land uses, is compact in form, and introduces a park within walking distance of all residential units. The development has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services. A potential bus route will utilize Streets ‘A’ and ‘B’ of the subdivision since they are wider collector roads that connect to Kennedy Road and Old School Road.

Housing

Section 1.4.1 and 1.4.3 in the PPS encourages the provision of a range of mix housing options and densities and states

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet project requirements of current and future residents of the regional market area by:

- b) Permitting and facilitating:*
 - 1. all forms of housing required to meet the social, health and well-being requirement of current and future residents, including special needs requirement and needs arising from demographic changes and employment opportunities;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and project needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in area where it exists or is to be developed; and*

The proposed development adds a range and mix of housing types to promote the social, economic, health and well-being requirements for current and future residents. The built form of the proposed residential units, single-detached and townhouse dwellings are reflective of the character of the surrounding uses and offer opportunities for support for future transit facilities. The proposed development falls within the second phase of the Mayfield West Secondary Plan expansion. The entire Mayfield West Secondary Plan provides a range of commercial, institutional and open spaces to meet the long-term needs of the community. In addition, the development has been designed to connect to proposed active transportation routes and support the planned transit routes for the community.

Public Spaces, Recreation Parks, Trails and Open Space

The PPS in Section 1.5 encourages the creation of healthy and active communities by stating;

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands public spaces, open space areas, trails and linkages, and where practical, water-based resources;*

The proposed development introduces a 1.92-hectare community park for future residents to conveniently access and enjoy. The park will be one of the larger parks in Mayfield West and will contain a playground along with retained historic barns that represent the cultural past of agriculture. The condominium blocks on the site will also contain private open space blocks and amenity space for immediate residents of the high-density buildings.

Sewage, Water and Stormwater

The PPS in Section 1.6.6 provides for the planning of municipal sewage and water services and stormwater management by stating:

- 1.6.6.1 a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

1. municipal sewage services and municipal water services

- 1.6.6.2 Municipal Sewage services and municipal water services are the preferred form of serving for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.*

- 1.6.6.7 Planning for stormwater management shall:*

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

The proposed development has been designed to make use of services through existing and planned sewage and water services. The development provides a stormwater management pond contributing to the future needs of the community. Best practices will be used to avoid negative impact on the existing environment.

Long-term Economic Prosperity

The PPS encourages a range of housing options and optimization of land uses, resources and infrastructure through Section 1.7 as follows:

1.7.1. Long term economic prosperity should be supported by:

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *optimizing the long-term availability and use of land, resource, infrastructure and public service facilities;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development has been designed following for a more efficient use of land by accommodating additional residential density on the site while utilizing and building upon the existing municipal infrastructure south of the site. The overall subdivision permits a mix of housing options and land uses optimizing existing and planned transportation networks while conserving and enhancing the community's natural features. In addition to these elements, the new subdivision will integrate within the Mayfield West community to enhance character and sense of place.

Energy Conservation, Air Quality and Climate Change

The PPS encourages efficient growth by promoting the creation of compact urban form, the use of and provisions for active transportation throughout new development through policies in section 1.8 as follows:

1.8.1 Planning authorities shall support energy conservation and efficiency, improve air quality, reduced greenhouse gas emissions' and preparing for the impacts of a changing climate through the land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other area;*

The proposed development is compact in form with a range of land uses including low to high density residential while providing a strong network of connected streets to encourage and support the use of active transportation and transit by residents.

Natural Heritage

The PPS provides policy directions for the province's long-term prosperity, environment health and social well-being through its dependence on wise management of change and promoting efficient land use and development patterns in an effort to protect the environment. The policy withing section 2.1 speak to conserving its biodiversity, protecting natural heritage as follows:

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

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

The site contains a 6.68-hectare natural heritage system that will continue to be protected with the development of the subdivision. A large buffer space is included to separate the environmentally sensitive lands from residential development to help maintain the diversity and connectivity of the natural features within the area.

The proposed development is consistent with the policies as set out in the Provincial Policy Statement. It supports the creation of a strong, healthy and complete community through efficient and resilient land use patterns providing a range and mix of housing form, utilizing and creating new road networks, promoting active transportation while protecting its natural heritage system and maintaining the diversity and connectivity of the natural features in the area.

4.3 Growth Plan for the Greater Golden Horseshoe (GPGGH 2020)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a policy document prepared and approved under the Places to Grow Act, 2005 and took effect in August 2020. The Growth Plan directs the efficient use and management of land and resources within the Greater Golden Horseshoe (GGH) to support economic opportunity, protect the environment and help communities achieve high quality of life (Growth Plan 2020).

Section 2, “Where and How to Grow” provides direction on how to manage growth within built up areas, including urban growth centres as well as direction on housing, employment and new development in Designated Greenfield Areas. The following sections and policies are applicable for this proposed development:

1.2.1 Guiding Principles

- *support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living through an entire lifetime*
- *prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability*
- *support a range of mix of housing options, including second units and affordable housing, to serve all sizes, incomes and age of households,*
- *Improve the integration of land use planning with planning and investment infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government*
- *Protect and enhance natural heritage hydrologic and landform systems, features and functions*

The proposed development has been designed to support and accommodate both active transportation and transit services through a modified grid network that provides transit supportive services to facilitate easy access to several services and amenities to Mayfield West and south into Brampton. The development contributes a mix of housing options in the area serving a variety of sizes, incomes and lifestyles for types of housing.

2.2.6 Housing

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

- i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;*
- 2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock;*
- 3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes*

The proposed subdivision meets the intensification and density targets encouraged by the Growth Plan by providing compact residential uses to support new communities. This section of Caledon is underutilized, and agriculture is being replaced to strategically develop new communities that accommodate an increasing population of the Greater Golden Horseshoe. The site's developable lands are appropriate for a change of use since they are within the Caledon urban boundary.

The subdivision will be supported by future upgraded road infrastructure on nearby arterial roads and the potential transit route along Kennedy Road. Within the subdivision, collector roads 'A' and 'B' will have capacity to support transit as they are connecting to local residential streets out to arterial roads. In regard to housing, a variety of types are included in the proposed development to complement different living situations for future residents. They range from low to high density and provide more diversified housing stock than conventional subdivisions in the existing surrounding area.

2.2.7 Designated Greenfield Areas

- 1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*
- 2. *The minimum density targets applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
 - a) *The City of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York*

will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

3. *The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:*

- a) natural heritage features and areas, nature heritage systems and floodplains, provided development is prohibited in these areas;*
- b) right-of-way for:
 - i) electricity transmission lines*
 - ii) energy transmission pipelines*
 - iii) freeways, as defined by and mapped as part of the Ontario Road Network; and railways;**
- c) employment areas; and*
- d) cemeteries*

The proposed development is located within a Designated Greenfield Area in the Town of Caledon. The proposed development is part of a larger planned community (Mayfield West Secondary Plan expansion area), supporting the alignment of complete communities, providing opportunities for active transportation and for the integration and sustainability of viable transit services. The proposal promotes residential growth in an underutilized area, supporting growth targets and future population projections. Additionally, the proposed development achieves the density targets recommended by the Growth Plan and lower tier municipality policies as described in Section 3.1. The overall design of the subdivision will provide a mix and range of users to expand access to services, facilities and transit to achieve the features of a complete community.

As previously stated, the compact design of the proposed subdivision ensures that services and amenities are easily accessible to residents by walking distance, transit and vehicles. Furthermore, the subdivision allows for an appropriate total of 779 residential units to achieve the Growth Plan targets expanding the existing community and allowing for the planned development as envisioned through the Secondary Plan expansion area. As discussed in Section 3.1, the overall density of the subject lands could be 168 persons per hectare exceeding the projected density of 50 residents and jobs per hectare prescribed by the Growth Plan.

4.2.2 Natural Heritage System

4.2.2.3 Within the Natural Heritage System for the Growth Plan:

- a) new development or site alteration will demonstrate that:
 - i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
 - ii. connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;**

- iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*
- iv. *except for uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;*
- v. *at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8;*

Natural heritage within the subject lands is identified around the West Humber Tributary where the valleyland contains key natural features such as native flora and fauna. The buffer surrounding the tributary prohibits any development and instead offers open space opportunities including environmental preservation, stormwater management facilities and vistas. Design of the Draft Plan allows natural heritage features to thrive within protected land that will not be negatively impacted by construction and development.

Based on the above analysis, the proposed development conforms to the Policies of the Growth Plan. The proposed development contributes to the creation of a complete communities through the development of a Designated Greenfield Area providing an efficient use of land and infrastructure. The development creates street patterns, and residential densities that support walking, cycling and transit and protects the natural heritage systems area.

4.4 Region of Peel Official Plan

The Peel Region Official Plan (ROP) is a document intended to provide policy direction and objectives that manage growth throughout the Region of Peel. The Plan outlines a long-term framework for more detailed planning for protecting the environment, managing resources and directing growth while setting the basis for providing Regional services in an efficient and effective way. The Region has introduced a new Official Plan in April 2022 that establishes new and updated policies to shape land use in the Region up to 2051. New policies have been implemented that firmly address planning matters such as the opportunity for growth and efficiently managing land uses.

The Region of Peel identifies the site as part of the ‘Urban System’ and ‘2051 New Urban Area’ in Schedule E-1 in Figure 3: Schedule D-1 Rural System. An amendment to this document is not required as the proposal is appropriate for the designation. There are a number of Regional policies within the ROP that pertain to this development proposal.

Peel’s Regional Structure

The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the Regional Urban Boundary as shown on Schedule E-1 of this Plan. It includes lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International

Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

- 5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*
- 5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.6.5 To promote crime prevention and improvement in the quality of life.*
- 5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*
- 5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

The proposed development provides a sustainable development within the Urban System while protecting and preserving the natural heritage system features throughout the site. It creates a healthy community that is compact in form offering a mix of land use allowing residents of different lifestyles to live in the community as they age. The road system is supportive of transit and facilitates easy and convenient modes of active transportation.

5.4 Growth Management

- 5.4.2 To establish minimum intensification, employment density, and greenfield density targets.*
- 5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.*
- 5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.4.5 To coordinate infrastructure planning and land use planning to achieve the objectives of this Plan.*

- 5.4.6 *To optimize the use of the existing and planned infrastructure and services.*
- 5.4.7 *Promote the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.*
- 5.4.8 *To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

Growth Management objectives that are indicated in this Plan and the Growth Plan are met in the subject application as underutilized lands are resourced to develop a vibrant and compact community of mixed uses. Strategies are addressed with the timing of development with the Secondary Plan expansion phase. The proposed density of 164 persons per hectare exceeds the Region density target of 70 people and jobs per hectare as stipulated in the sections above. The development also provides a mix of single detached, townhouse, and apartments to provide options for differing social, economic and physical needs. In particular, the proposed apartments provide enough residential units and, in some cases, jobs that satisfy the new density target. The number of units and unit size within the apartment buildings are also subject to change and will be re-confirmed in a later stage of the planning process.

5.8 Housing

5.8.1 General Policies

5.8.2.1 *Maintain jointly, with the area municipalities, a supply of designated land for new residential development, redevelopment and residential intensification in Peel Region in accordance with projected requirements and available land resources.*

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

5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*

- a) *residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
- b) *cost-effective development standards for new residential development, redevelopment, and intensification.*

The proposed development will accommodate residential growth and provide appropriate servicing capacity for the number of units contemplated. Furthermore, the proposed development complements and is integrated with planned development on adjacent lands. The development has been designed taking

into consideration the servicing capacity of both existing infrastructures as well the proposed timing of required external municipal infrastructure to ensure availability of adequate capacity to facilitate the proposed residential development.

5.10 The Transportation System in Peel

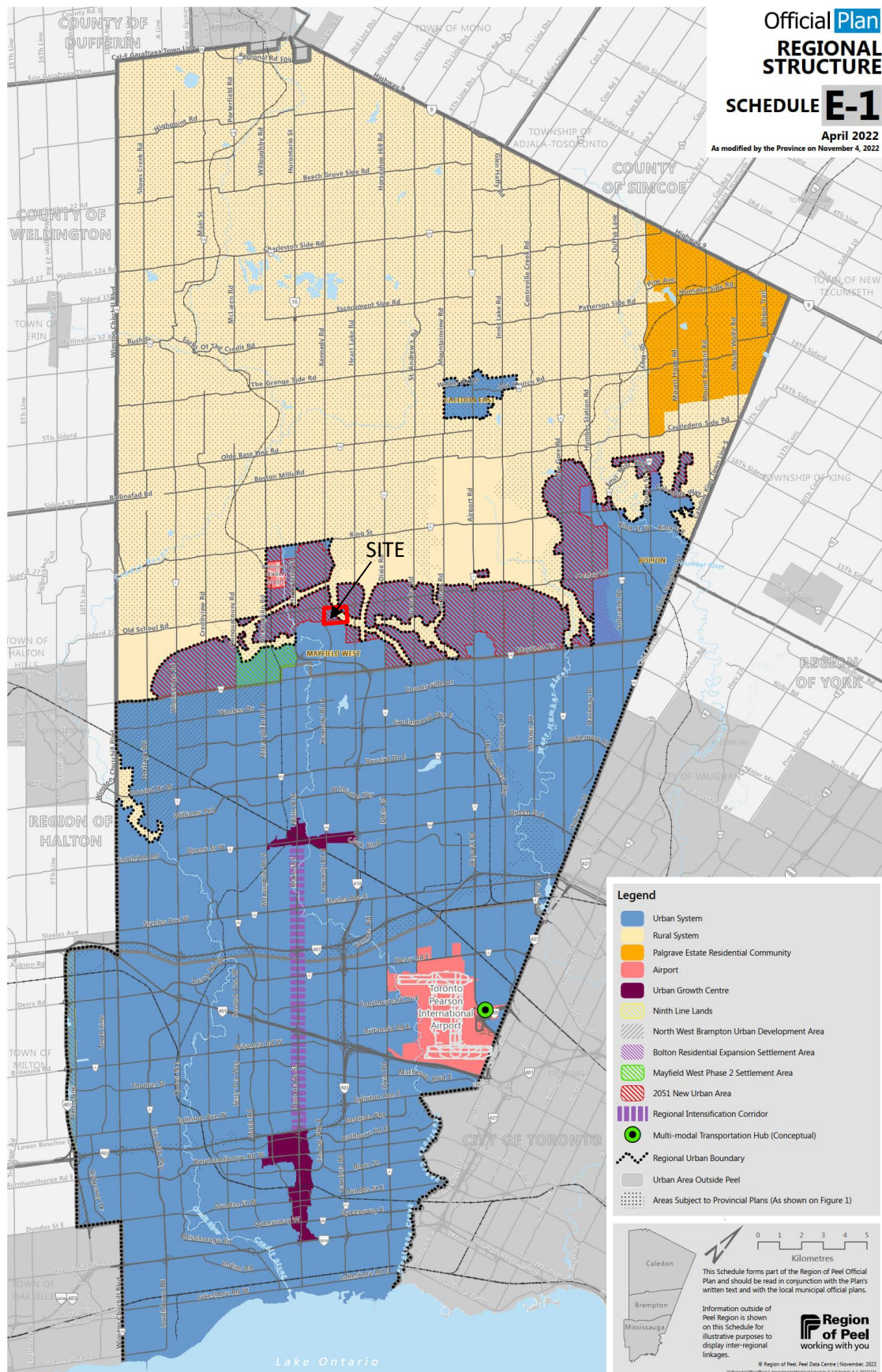
Objectives

- 5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.*
- 5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.*
- 5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.*
- 5.10.4 To avoid, or if avoidance is not possible, minimize and mitigate transportation related air pollutants and greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life for all in the Region of Peel.*
- 5.10.5 To support a transportation system that enhances economic vitality and growth in the Region.*
- 5.10.6 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.*
- 5.10.7 To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.*
- 5.10.8 To strengthen the multi-modal function of Regional roads and support first and last mile connections in Peel.*

The proposed development has been designed to accommodate various forms of transportation. All streets will contain sidewalks on one or both sides of the street, thereby encouraging active transportation and pedestrian activity. Brampton bus route 81 currently services Mayfield West north to the roundabout at Kennedy Road and Bonnieglan Farm Blvd and traverses south to the Sandlewood Loop at Hurontario Road where connections can be made. With the development of the subdivision, the bus route will most likely be altered to loop to Streets 'A' and 'B' to provide convenient transit access for all residents.

As outlined above the proposed development meets the policies of the Region of Peel Official Plan. Specifically, the proposal creates a healthy community of mixed residential located in an intensified subdivision. Non residential uses such as a community park, natural heritage system, agricultural area, and roads proposed within the subdivision and will be the most viable options for residents since they are walkable. The urban structure is planned accordingly to provide pedestrian friendly streets and infrastructure to support transit. As a Greenfield development, the proposal transitions underutilized

agricultural land into a complete community exceeding regional growth target of 70 residents and jobs per hectare.



4.5 Town of Caledon Official Plan (2022)

The Town of Caledon Official Plan came into effect in April 2018 with office consolidation in March 2024 and its purpose is to set out goals, objectives and policies guiding how lands should be used and where development should occur. According to Schedule B: Mayfield West Land Use Plan, the subject lands are currently designated as Prime Agricultural Area. As previously mentioned, an Official Plan Amendment has been submitted to amend the Mayfield West Plan and change uses favourable for development, where appropriate. The application (File No. POPA 2021-0009) is currently in circulation by the Town and is expected to be received by Council in the coming months.

The proposed Official Plan Amendment covers an entire phase for expanding the Mayfield West Secondary Plan and involves several properties and developers. Glenn Schnarr & Associates Inc. submitted the Official Plan Amendment for the Mayfield West Phase 1 Expansion (Stage 2) originally in 2021 and revised in 2024 (**Figure 4: Proposed Official Plan Amendment**). According to the amendment of Schedule B-3, the subject property is proposed to be included in the 'Settlement Boundary 2051' with the land use designation proposed to be 'Low Density Residential Area', 'Mixed High/Medium Density Residential Area' and 'Open Space Policy Area'. The approval of the Official Plan Amendment is currently scheduled in an Ontario Land Tribunal hearing. Considering the policies in the Town of Caledon Official Plan, the proposed development conforms to the policies in place and does not require an additional Official Plan Amendment. The following policies are applicable to the proposal:

7.12 Mayfield West Secondary Plan

7.12.3.1 Community Planning

- a) *Allow for growth in Mayfield West in accordance with the policies of the Town's Official Plan, as amended, and its role as a Rural Service Centre;*
 - Policy is met as the subdivision opens up agricultural land for growth as per the Town's Official Plan
- b) *Provide for the establishment of a new community of approximately 9,000 people;*
 - The new subdivision helps add to the population of Mayfield West community
- c) *Create a community that is distinct and expressive of the Town of Caledon through, among other things, the development of a Village Town of Caledon Official Plan Chapter 7 Secondary Plans and Other Detailed Area Policies 7-171 March 2024 Office Consolidation centre which will include a traditional main street, commercial and institutional uses, appropriate residential uses, and a town commons, town square or market place. The Village Centre will provide a central focus for the community;*
 - The proposed development is not located in the Village Centre, however it is walkable;

Develop a compact, mixed-use community that provides residential, employment and commercial opportunities, community facilities and services;
 - The proposed subdivision proposes a mix of residential types, community uses and limited commercial uses within high density blocks;

- d) *Create opportunities for a broad mix and range of housing types that are suitable for different income, age levels, lifestyles, and household structures of the future residents. The mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form;*
 - The proposed subdivision proposes a mix of residential types suitable for various types of residents age, income and lifestyles;
- e) *Establish a pedestrian oriented community focused on a 5-10 minute walking radius to key community elements such as the Village Centre, community facilities, schools, public open spaces and public transit facilities;*
 - The subdivision is located within a walkable distance to the Village Centre;
- f) *Integrate Valleywood and the Snell's Hollow Secondary Plan Area into the community through pedestrian and/or vehicular connections;*
 - Natural Heritage System within the lands are designated for buffer space and stormwater management;
- g) *Provide locations for community facilities such as schools and a recreation centre that are community focal points, are visible and accessible to residents and are, as much as possible, part of the open space system;*
 - A large community park is proposed with three frontages and will attract residents in the surrounding area;
- h) *Provide locations for social housing, including a seniors residence within, or in close proximity to, the Village Centre;*
 - Affordable housing has been provided in the development proposal;
- i) *Ensure agricultural operations adjacent to urban development are protected through, among other methods, the application of minimum distance separation policies; and,*
 - Agricultural designations outside the urban boundary are protected;
- j) *Ensure development within the Plan Area is in accordance with all applicable Caledon Official Plan policies including those pertaining to design guidelines, the Town's Industrial/Commercial Design Guidelines, the Town's Parks and Recreation Master Plan, and the Mayfield West Community Design Plan.*
 - The subdivision adheres to the Caledon Official Plan and supporting technical documents;

The proposed residential mix and design will provide a visual variety creating a stronger sense of place and unique community character. The densities and street network proposed support various forms of transportation options. The development safeguards the surrounding environment integrity by adapting adequate buffers and avoiding development in the natural heritage system.

The Secondary Plan expansion establishes a network of roads that conveniently provides access and mobility through local and collector roads throughout developable lands in the subdivision. Community

Design guidelines ensure that aesthetic and functional elements are incorporated on streetscapes to create a safe and accessible environment.

The development proposal acknowledged the extent of the natural heritage system within the subject lands and conforms that there will be no boundary adjustments or negative impacts as a result of construction. A community park is planned in the central area of the subdivision along Kennedy Road and will be a focal point of the Mayfield West Community.

Policies of the proposed Mayfield West Phase 1 Secondary Plan Expansion (Stage 2)(POPA-2021-0009) that relate to the subject subdivision are outlined below:

7.16.7.3 *Low Density Residential Area*

- 7.16.7.3.1 *Lands designated Low Density Residential Area on Schedule B-3 will be developed predominantly for ground-oriented housing including single detached houses, semi-detached houses, street townhouses, rear-lane townhouses, and back to back townhouses.*
- 7.16.7.3.2 *The minimum net density of development in the Low-Density designation will be 30 units per net hectare.*
- 7.16.7.3.3 *For lands designated Low Density Residential Area the maximum height of any residential building will be three storeys.*

Within the proposed Draft Plan, the lands proposed to be future lots for the use of single detached, semi-detached, and street townhouses are designated as Low-Density Residential Area. There are 232 single detached lots, 28 semi-detached lots, and 95 townhouse units located along local and collector streets in the interior of the subdivision. The residential density and height of these units conform with the proposed secondary plan.

7.16.7.4 *Mixed High/Medium Density Residential Area*

- 7.16.7.4.1 *Lands designated Mixed High/Medium Density Residential Area on Schedule B-3 may be developed for a full range of townhouses, including rear-lane townhouses, stacked townhouses, back-to-back townhouses, live/work townhouses, apartment and mixed-use buildings, housing for seniors, including retirement homes and long-term care homes.*
- 7.16.7.4.2 *Notwithstanding Section 7.16.7.4.1, single detached and semi-detached dwelling types may be considered within the Mixed High/Medium Density Residential Area designation, provided the minimum density is met.*
- 7.16.7.4.3 *Notwithstanding Section 7.16.7.4.1 local, small-scale commercial and service commercial uses which are supportive of and compatible with residential uses, may be considered within the Mixed High/Medium Density Residential Area designation, subject to the implementing Zoning By-Law.*
- 7.16.7.4.4 *The minimum net density of development in the Mixed High/Medium Density Residential Area designation will be 50 units per net hectare. Minimum density will be measured collectively across all lands designated Mixed High/Medium Density Residential Area*

designated in the Secondary Plan Area, exclusive of public rights-of-way, school blocks, park blocks, Open Space Policy Area, Environmental Policy Area and stormwater management blocks. For the purposes of calculating net density, an accessory apartment or accessory dwelling unit will not be considered dwelling units.

7.16.7.4.5 The height of apartment and mixed-use buildings in the Mixed High/Medium Density Residential Area designation shall be 4 to 12 storeys and the maximum height for development will be specified in the Zoning By-law.

7.16.7.4.6 Where mid-rise apartments abut lands in a Low-Density Residential Area designation, site design considerations will be undertaken to ensure compatibility between housing forms is provided.

Condominium townhouses and mixed-use apartments are proposed under the Mixed High/Medium Density Residential Area designation. Condominium townhouse blocks are located along arterial roads and provides a compact transition from lower density development and a buffer from major roads. A mixed-use high-density block is proposed with ground floor retail and will offer a compact living situation that is more affordable than single detached dwellings.

7.16.7.2 Affordable Housing

7.16.7.2.1 The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time. The development shall contribute to the following targets:

a) That 25% of all new housing units are rental tenure.

b) That 50% of all new housing units are in forms other than detached and semi-detached houses.

7.16.7.2.3 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

7.16.7.2.4 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.

7.16.7.2.5 To support the provision of affordable housing units, the Town will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.

7.16.7.2.6 The Town shall support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development

standards (parking requirements, shared amenities, etc.), and concierge services for application review.

- 7.16.7.2.7 *A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.*
- 7.16.7.2.8 *Gentle density housing including accessory apartments or accessory dwelling units will be permitted in the Low-Density Residential Area and Mixed High/Medium Density Residential Area land use designations, in accordance with the Town's Zoning By-law. Applicants are encouraged, where feasible, to provide rough ins for accessory residential units to provide it as an option for purchasers as part of pre-construction sales.*
- 7.16.7.2.10 *Landowners in the Plan Area shall provide approximately a minimum of 0.4 ha (1.0 ac) of land within the Secondary Plan for affordable housing purposes for conveyance to the Region of Peel in fulfilment of the Town and Region housing policies and Peel-wide housing targets as per the Region of Peel Official Plan, and in fulfilment of relevant policies of the Caledon Official Plan regarding the provision of affordable housing.*
- 7.16.7.2.10.1 *The location, size, configuration, and frontage of these lands shall be identified in the Community-Wide DSSP and shall be on lands within the Mixed High/Medium Density Residential Area land use designation.*
- 7.16.7.2.10.2 *These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances to the Region of Peel. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located.*

Along with a mix of housing types, provided in the subdivision, an affordable housing block has been selected to be gratuitously conveyed to the Region of Peel to fulfill their housing policies. The block is 0.4 hectares (1 acre) in size and will contain a high density building of approximately 6 storeys. There is opportunity to provide units of different sizes from 1 to 3 bedrooms to reflect different living situations.

7.16.9.2 Community Parks

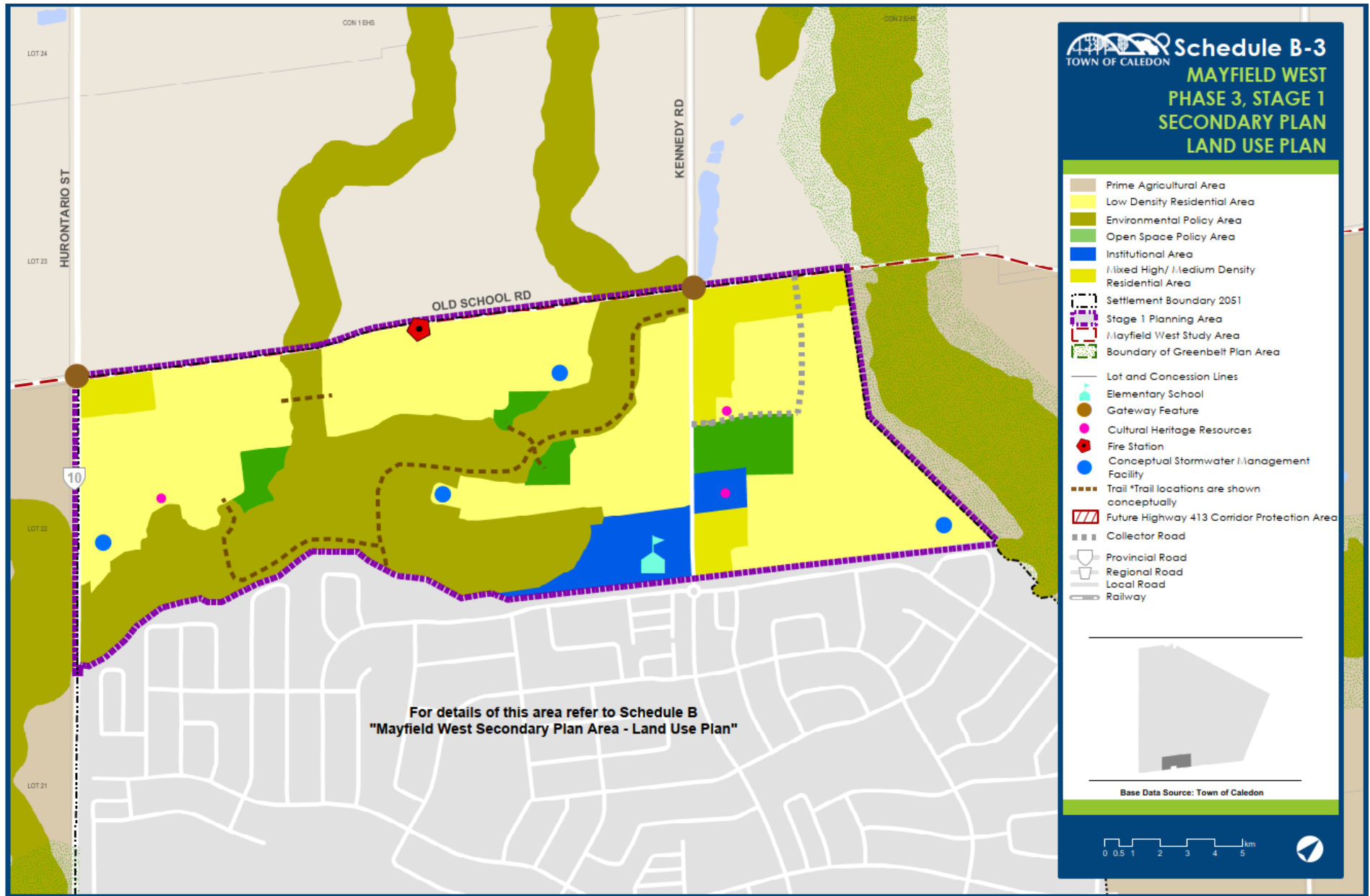
- 7.16.9.2.1 *The Community Park in the Secondary Plan is intended to provide open space at the community scale, provide active outdoor and recreational opportunities for residents.*
- 7.16.9.2.2 *The Community Park:*
 - a) *will be located in areas planned to be serviced by public transit*
 - b) *will be located with a minimum of 50% of its boundary line abutting a public street*
 - c) *will have a minimum size of 1.9 hectares.*
- 7.16.9.2.3 *The Community Park will provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, splash pad, multiple sports fields and associated*

flood lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.

A Community Park is planned in the subdivision to be a focal point of the Secondary Plan and accessible to all residents. The size of the park maintains the objectives of open space in Caledon and makes the space usable for a variety of recreation purposes.

The proposed development conforms to the Residential Areas of the Mayfield West Secondary Plan. As previously discussed, an Official Plan Amendment is currently under review at the OLT and will reflect the high-density blocks that are included in the Plan of Subdivision. A variety of residential types are provided ranging from low to high density, contributing towards a vibrant, sustainable and accessible residential community for residents of different ages, incomes and lifestyles.

Following the fulsome review of the aforementioned policies, the proposed development conforms to the intent of the Official Plan. The proposed development will develop underutilized land for living and working spaces. The variety of uses proposed represents the most appropriate development for the lands, given the extensive size and space of the site. The land will accommodate single detached dwellings, townhouses, and mixed-use apartments while maintaining the natural heritage system including the provision of a community park. With a range of residential developments, the opportunity to provide affordable housing is enhanced and a one (1) acre mixed-use block has been dedicated for affordable housing purposes. A compact urban form throughout the developable area achieves density targets for nearby living, working and recreation that are significant in establishing a complete community.



4.6 Niagara Escarpment Commission

The Niagara Escarpment Commission is a provincial agency that manages the preservation and limiting development of the Niagara Escarpment Biosphere Reserve that covers a large area of southern Ontario including parts of western Caledon. The Niagara Escarpment Plan (2017, consolidated 2021) is a policy document with the purpose of outlining policies and objectives of the maintenance of the lands within the Niagara Escarpment area. Lands within the Escarpment are to be carefully planned to avoid any type of development that will negatively impact or alter the natural features within the unique land formation. The Niagara Escarpment exists in north and west Caledon, located within several urban areas as well. The subject property is not within the Niagara Escarpment Plan Area and has regard to the boundaries of the rural and natural escarpment area.

5. HOUSING ASSESSMENT

Municipal, Regional and Provincial levels of governments have established strategies and policies addressing housing needs within their jurisdictions. Relevant housing policies were reviewed in detail and discussed in relation to the proposed development conformity to these strategies. The following rationale justifies the proposal in context of the housing strategies and needs assessment as identified by the Province, the Region of Peel and the Town of Caledon.

The development conforms to the Provincial policy regime which includes the PPS and the Growth Plan. The proposal achieves the Province's objectives of establishing complete communities and aiming to provide flexible housing options for different living and income situations. It promotes diversity through providing different housing options and exceeding density targets to meet projected requirements for current and future residents. In its design the proposal provides connections to active transportation and supports planned transit routes necessary for fostering affordable housing objectives.

5.1 Housing Needs Assessment

PEEL REGION

The Region of Peel establishes affordable housing recommendations through Peel Housing Strategy (2018) and their Housing and Homelessness Plan (2018). Together the documents demonstrate an analysis of housing supply and demands while assessing economic, social, and geographic factors. Housing requirements include low and middle incomes, temporary housing and supportive housing to prevent major problems such as homelessness, poverty and unaffordability. Annual housing targets were established as a means to combat these housing requirements within the Region and Town. It was recognized in order to achieve these targets funding and policy support from all levels of government is necessary with the participation of non-profit groups, developers, community agencies and residents.

The Region of Peel as identified in Section 4.4 of this report contains housing policies that encourage diversity in housing type, size and tenure to meet projected demographic and market requirements of current and future residents. Section 5.9 of the Regional Plan sets out the policy objectives to increase the supply of affordable rental and affordable ownership housing.

Peel Region provides the following recommendation policies for local municipalities to implement to address housing needs:

- **Housing Targets** – to require local municipalities to adopt local Official Plan and zoning by-laws policies and regulation for implementation.
- **Intensification** – encourage local municipalities to amend their zoning by-laws to pre-zone or rezone for increased height and density, as an outcome of a secondary plan or similar study for intensification areas
- **Diverse Housing Stock** - It is recommended that the Regional Official Plan be revised to introduce the requirement of a mix of unit types with an overall objective of achieving at least 50% of units as medium- and high-density across the Region as part of the policies related to the housing targets.
- **Inclusionary Zoning** - Work with local municipalities to develop inclusionary zoning policies to be applied in all residential areas in the Region which comply with provincial legislation and complement the Peel Affordable Housing “Home for All” Program.
- **Density Bonusing** - Direct local municipalities to add a density bonusing provision in their local municipal official plan policies and adopt zoning by-laws to permit more height and/or density than what is allowed by the zoning by-law in return for the provision of community benefits in the form of capital facilities, including affordable housing.

The proposed development is in accordance with the Region and Town recommendations as a diverse supply of residential units will be provided in an intensified area. A one (1) acre high density block of has been identified by the developer to be used by the Region for affordable housing purposes. The block is labeled “Block 3 Residential (Special)” on the Draft Plan of Subdivision and is proposed to contain a condominium building of approximately 60 units. This inventory of units will help satisfy the Region’s housing needs while providing opportunities for supportive strategies mentioned above.

Provincial, Regional and Local land use policies encourage the long-term provision of affordable housing in order to address the housing needs through measures to increase supply and improve affordability. This is achieved through the guidelines and policy documents such as the Growth Plan, Regional and Local Official Plans; governments are moving towards an integrated approach to housing affordability through the establishment of strategies seeking “complete communities” with diverse range and mix of housing options, densities and tenure developed through sound planning processes.

The proposed development conforms to the Provincial, Regional and Local policies by creating additional housing options and additional residential density while directing growth to a Designated Greenfield area. The high-density blocks and medium-density blocks proposed will consist of more affordable units than the low density single detached homes. Configurations for these blocks are considered in regards to providing appropriate lot sizes, number of units and community benefits, amongst other design features. The function of the subdivision will employ a community approach ensuring multiple density types are provided with a nearby mix of uses and services.

6. PROPOSED APPLICATIONS

6.1 Secondary Plan Amendment

As previously mentioned, a Secondary Plan Amendment to implement Stage 2 of the Mayfield West Secondary Plan was originally submitted in 2021 and is currently under appeal at the OLT hearing process. This area is bounded by Hurontario Street (Highway 10) to the west, Old School Road to the north, the Greenbelt Plan Area to the east, and the existing Mayfield West Phase 1 Secondary Plan boundary to the south. The lands are comprised of an area approximately 100 ha (247 ac) in size. The Secondary Plan Amendment will be implemented to provide a compact, pedestrian, cyclist-friendly and transit-oriented neighbourhood that is integrated with natural heritage features. According to the amendment of Schedule B-3, the subject property is proposed to be included in the 'Settlement Boundary 2051' with the land use designation proposed to be 'Low Density Residential Area', 'Mixed High/Medium Density Residential Area' and 'Open Space Policy Area'

6.2 Zoning By-Law Amendment

A Zoning By-Law Amendment for the entire Mayfield West Secondary Plan Expansion (Stage 2) lands have been prepared and brought to town council meeting on June 25, 2024. The By-law (RZ 2024-0013) covers the proposed developable lands of the OPA and will come into full effect once OPA is approved. A hold (H) has been placed on the zones until other planning applications, servicing and transportation matters are addressed. The Zoning By-law (No. 2024-51) will conform with the Future Caledon Official Plan once it comes into effect.

The subject property was previously zoned "Agricultural 1" and "Environmental Policy Area 2" in the Town of Caledon Zoning By-Law 2006-50. Zoning By-law No. 2024-51 that was brought to Council contains one zone for all developable lands and integrates all uses with specific provisions to the typology of built forms. A "Mixed Density Residential – Special Section 688" (RMD-688) has been proposed for the site and the following land uses and subsequent provisions:

| Table 3: Zoning Matrix | Single Detached | Semi- Detached | Street Townhouse | Stacked Townhouse | Mixed -Use Apartments |
|---------------------------------------|----------------------------|-------------------------------|--|------------------------------|----------------------------------|
| Min Lot Area | N/A | N/A | N/A | N/A | N/A |
| Min Lot Frontage | 9 metres | Interior: 5 m Corner: 6.5m | Interior: 4.5 m Corner/End: 5.5m | N/A | N/A |
| Min Front Yard | 5.75 metres | 5.75 metres | 5.75 metres | 2.5 metres | N/A |
| Min Interior Yard | 0.6 metres & 1.2 metres | 0.9 metres | 1.5 metres to main building | 1.5 metres | 3.0 metres |
| Min Exterior Yard | 5.75 metres | 5.75 metres | 5.75 metres | 2.4 metres | N/A |
| Min Rear Yard | 6.0 metres | 6.0 metres | 5.0 metres | 2.4 m but 0.5 m to a lane | 3.0 metres |
| Max Height | 14.0 metres | 14.0 metres | 14.0 metres | 20 m or 5 storeys | 48m or 12 storeys |

6.3 Draft Plan of Subdivision

The Draft Plan of Subdivision illustrates how the proposed development is integrated within the existing area. The plan incorporates a housing mix that is similar to the rest of the Secondary Plan. The development is comprised of:

- 232 single detached dwellings
- 56 semi detached units
- 95 street townhouse units
- 228 stacked townhouse units
- 108 mixed use apartment units
 - Ground floor retail units
- Affordable housing block (approximately 60 units)
- Heritage house
- Community Park (1.92 hectares)
- Natural heritage system
- Stormwater management pond
- Agricultural lands (Block 12)

7.0 SUPPORTING TECHNICAL STUDIES

Trends Kennedy Inc. has retained specialized consultants to complete the necessary technical studies. The following is a brief overview of the supporting technical studies that have been undertaken:

7.1 Functional Servicing Report (Candevcon)

Candevcon Group Inc. prepared a Functional Servicing Report and Stormwater Management Assessment to identify the proposed developments functional designs of the servicing, grading, erosion, sediment control, sanitary and drainage for the draft plan. New water and sanitary infrastructure are proposed throughout the subdivision, connecting from Kennedy Road and south of the site in Mayfield West. Internal watermain sizes range and are subject to change at the detailed design stage. All watermains will be looped as per Region of Peel Standards.

The existing sanitary sewers adjacent to the draft plan lands have been sized to accommodate sanitary flows from the proposed development. Storm drainage will be accommodated within the proposed stormwater management pond located in the subdivision.

7.2 Traffic Impact Study (Candevcon)

A Traffic Impact Study has been prepared by Candevcon to review the traffic generated by the proposed subdivision upon completion of the site. The study findings for the residential land use determined the traffic generated by the proposed subdivision would be acceptable with recommendations that should be considered for the 2033 interim year. These recommendations include the optimizations of intersections with signals, turn lane additions and stop-controls at approaches. A Transportation Demand Management Plan and Preliminary Road Plan have prepared and included with the report.

7.3 Preliminary Noise Report (Candevcon)

A Preliminary Noise Report was prepared by Candevcon that investigates the potential noise impacts on the proposed development and provides preliminary recommendations for noise mitigation measures. The principal noise sources are vehicular traffic on Kennedy Road and Old School Road and the study determined that acoustic fencing will be required for units where the outdoor living area (OLA) is exposed to traffic on arterial and collector roads.

7.4 Environmental Site Assessment (BEN Engineering)

BEN Engineering prepared a Phase One Environmental Site Assessment for the 12909 Kennedy Road to determine the contaminant(s), if any, affect the land or water on or under the site. The Phase One Assessment concluded, based on evaluation of information gathered from research, interviews and site reconnaissance, there are two Areas of Potential Environmental Concern (APECs) on the subject site. These concerns are the soil of the entire site due to possible use of pesticides in the past and groundwater due to aboveground storage tanks. The potential for impact is considered low, and additional subsurface investigation would be required. Considering the age of the existing buildings and the past agricultural use, the issues are typical and further testing will be scheduled before the redevelopment.

7.5 Geotechnical and Hydrogeological Assessments (DS Consultants)

Geotechnical and Hydrogeological Assessments were prepared by DS Consultants to examine surface conditions and engineering properties of the disclosed soils for the design and construction of a draft plan

of subdivision. Through the placement of boreholes at various locations on the subject site, soil and groundwater conditions were confirmed. The reports confirmed the soil types and conditions as well as the groundwater table. Based on the results of the site investigation, the geotechnical report provides recommendation for placement of engineered fill below foundations, roads/driveways and parking lots.

7.6 Environmental Impact Study (Beacon)

Beacon prepared a Comprehensive Environmental Impact Study for the Official Plan Amendment Mayfield West Phase 1 – Stage 2 Expansion Area. The report analyzes the ecological and natural features and functions of the site and to assess the impact of the proposed development on the natural heritage system. The EIS identified potential requirements to mitigate and/or replace the functions provided by NHS features due to direct and/or indirect impacts from the development.

The EIS completed a background review and biophysical characterization, impact assessment, and implementation. The report demonstrates that the expansion land use plan can be implemented while satisfying environmental protection legislation, regulation, and policies. The EIS concludes the proposed mitigation measures and compensation, and enhancement opportunities will maintain and enhance the natural features and ecological functions occurring on the development site.

7.7 Urban Design Brief (NAK)

An Urban Design Brief has been prepared by NAK Design Strategies for the Mayfield West expansion area. The Urban Design Brief describes how the Secondary Plan objectives and the town-wide design guidelines have been addressed in the concept plans. The UBD identified opportunities and constraints respecting the adjacent land uses, major street network and natural features. Adjacent land use opportunities speak to the site design to providing positive and long-term contributions to the neighbourhood as a whole; by configuring buildings along the street to provide publicly accessible privately-owned outdoor community gathering spaces; by designing a streetscape that respects the surrounding built form and natural pedestrian connections enhancing and mitigating the impact of loading area and garbage facilities through design and landscaping. The major street network design presents opportunities to provide greater residential density and opportunities for safe and direct public and active transportation. The natural features will be requiring minimum setback allowing for views and integration with the Natural Heritage System lands.

7.8 Tree Inventory and Preservation Plan (Kuntz)

Kuntz Forestry Consulting prepared a Tree Inventory and Preservation Plan for the subject lands. A tree inventory was conducted and reviewed in the context of the proposed draft plan of subdivision. The report concluded that 146 trees and 2 polygons will be required to be removed to accommodate the development. As a result, compensation plantings will be required based on the size of trees removed as per Town guidelines. Tree protection measures will be implemented prior to construction to minimize impact to trees identified for preservation.

7.9 Archaeological Assessment (PHC)

Stage 1 & 2 Archaeological Assessments were prepared for 12909 Kennedy Road by Parslow Heritage Consultancy Inc. A Stage 1 background study was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land conditions. The results confirmed

that a Stage 2 assessment via test pit and pedestrian survey is required. The Stage 2 assessment was conducted to document the archaeological resources found on the property, assess the level of cultural significance and determine whether further fieldwork is needed. No archaeological materials were identified during the Stage 2 test pit survey. The Stage 2 pedestrian survey resulted in the identification of two artifact scatters and nine findspots, with the findspots representing low cultural value. The two sites are considered to have cultural heritage value, and a Stage 3 is therefore recommended.

7.10 Heritage Impact Assessment (PHC)

Parslow Heritage Consultancy Inc. also prepared a Heritage Impact Assessment for the historical buildings on the subject lands. The assessment evaluates the potential cultural heritage interest of the property through historical documents and site visits. The property contains a historical farmhouse and two late 19th century barns. Overall, seven of the nine criteria for CHVI designation were met due to the architectural design and significance of the style of these buildings. The report therefore recommended the preservation and designation of these buildings. In the draft plan of subdivision, the farmhouse is proposed to be retained and retrofitted for residential use and the two barns to be located in the future community park where the town will integrate them into the recreational environment.

8.0 CONCLUSION

The zoning by-law amendment and draft plan of subdivision represents an appropriate development representing one of the two subdivisions that will implement Mayfield West Secondary Plan Phase Expansion (Stage 2). Town, Regional and TRCA staff were instrumental in the creation of the overall Secondary Plan Expansion that expands the urban area north to Old School Road.

The proposal conforms with the Provincial Policy Statement by optimizing the use of land taking advantage of planned infrastructure within the settlement area while contributing to the supply of residential units within the town while mitigating any impact to the natural heritage system.

The Growth Plan policies are met with respect to the allocation of growth and presentation of the Natural Heritage System. The subdivision contributes to the development of a complete community through its design meeting people's needs for daily living and amenities. This is achieved by providing access to an appropriate number of jobs, local services, parks, school and a full range of housing accommodating a range of household sizes and lifestyles.

The proposal is within the "Urban System" designation of the Region of Peel Official Plan and conforms to related policies with respect to healthy communities, efficient use of resources and protecting the natural heritage features.

The proposal is consistent with the Town of Caledon Official Plan and Future Caledon Official Plan as it meets the general intent of the policies and objectives for new development promoting a sustainable design. The currently proposed Secondary Plan Amendment for Mayfield West will permit a variety of residential uses on the subject lands, protection of the natural environment, mixed-use developments, parks, and a road system that enhances transportation options for transit taking and pedestrians.

The Zoning By-law Amendment is supportable as it permits the subdivision to be developed in a similar manner to the existing Mayfield West Secondary Plan Area. The zoning ensures the development is

compatible with other dwellings in the immediate neighbourhood in terms of lot size, dwelling type, setbacks and other characteristics. It also ensures the development is integrated within the proposed character of the new neighbourhood introduced through the expansion area.

In conclusion, the proposed Plan of Subdivision corresponds with the intent of the policies and objectives of the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, Town of Caledon Official Plan and Mayfield West Secondary Plan. Each of the policies from these plans encourages healthy growth in the form of compact residential development and complete communities. The future development provides a suitable addition to the growing Mayfield West community in southern Caledon while contributing healthy complete communities. It is our planning opinion that approval of the Zoning By-law Amendment and Draft Plan of Subdivision represents good planning and can be supported from a land use planning perspective.

Report Prepared by:
Steven Giankoulas

A handwritten signature in blue ink, appearing to read 'S. Giankoulas', written over a horizontal line.

Report Prepared by:
Maria Jones, MCIP, RPP

A handwritten signature in blue ink, appearing to read 'Maria Jones', written over a horizontal line.

