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# PLANNING JUSTIFICATION REPORT

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TOWN OF CALEDON  
PLANNING  
RECEIVED  
Feb.11,2021

## PROPOSED AMENDMENT TO THE TOWN OF CALEDON OFFICIAL PLAN

### MACVILLE COMMUNITY SECONDARY PLAN (Bolton 'Option 3' Lands)

ALL OF LOTS 11 AND 12, CONCESSION 4 (A1b),  
PART OF LOT 13, CONCESSION 4,  
AND PART OF LOTS 11, 12 AND 13, CONCESSION 5,  
GEOGRAPHIC TOWNSHIP OF ALBION, COUNTY OF PEEL

Town of Caledon, Region of Peel

February 2021

Bolton Option 3 Landowners Group  
GSAI File # 870-001

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## **EXECUTIVE SUMMARY**

Glen Schnarr & Associates Inc. represents the Bolton Option 3 Landowners Group in connection with seeking the necessary planning approvals required to permit the development of the Macville Community Secondary Plan lands for urban development including residential, commercial, mixed uses, community uses and related servicing and infrastructure. The lands subject to this proposal consist of approximately 182 hectares (450 acres) of land and are generally located north of King Street, east of The Gore Road and west of the CP Railway tracks.

The purpose of this Report is to describe the proposed Secondary Plan for the Macville Community and to evaluate it in the context of the Provincial Policy Statement, the Growth Plan, the Region of Peel Official Plan and the Town of Caledon Official Plan. This Report provides planning analysis and justification for the proposed Macville Community Secondary Plan in accordance with good planning and provides a basis for the advancement of planning applications through the review and approval process.

The eastern portion of the Macville Community lands, consisting of lands on both sides of Humber Station Road, north of King Street, have been the subject of Regional Official Plan Amendment (ROPA) 30 which was recently approved by LPAT and succeeds in bringing these lands into the Bolton Rural Service Centre Settlement Area Boundary. Accordingly, the eastern portion of these lands are designated “Rural Service Centre” in the Region of Peel Official Plan. The western portion of the Macville Community lands, consisting of lands north of King Street and east of The Gore Road are currently designated “Rural Area” within the Region of Peel’s Rural System in the Region of Peel Official Plan and “Prime Agricultural Area” in the Town of Caledon’s Official Plan. It is recognized that the western portion of the Macville Community lands are currently located outside of the Settlement Area Boundary of the Bolton Rural Service Centre and accordingly, in order to permit development of these lands for urban-related land uses, these lands will need to be brought into the Bolton Rural Service Centre Settlement Area Boundary. This review is currently underway at the Region of Peel through the Region’s 2051 Municipal Comprehensive Review of the Region’s Official Plan. Further, a local Official Plan Amendment is required to assign urban land use designations to all of the Macville Community lands.

As background, and pursuant to the Growth Plan, expansions to settlement area boundaries that relate to more than 40 ha of land can only occur through a Municipal Comprehensive Review (MCR). The Town of Caledon’s Bolton Residential Expansion Study (BRES) that occurred from 2012 to 2014 and the Region of Peel’s subsequent ROPA 30 process that occurred from 2014 to 2016 represent the Region and Town’s efforts to fulfill the requirements of a MCR for the 2031 growth required for Peel and, more specifically, Caledon.

The 2020 Growth Plan (which includes Amendment No. 1) brings forward additional population and employment projections to 2041 and most recently, 2051. The Region of Peel is currently undertaking the MCR related to Peel 2041/2051, the Region’s new Official Plan which will incorporate the 2041 and 2051 projections. Accordingly, further growth will need to be accommodated in Caledon to meet the Growth Plan targets and since Bolton represents one of

Caledon's three Rural Service Centres, a large part of this future growth will need to be located in Bolton through a further expansion to the Bolton Rural Service Centre. Accordingly, the western portion of the Macville Community will ultimately be included within the Bolton Rural Service Centre boundary expansion through the Region of Peel's Peel 2041/2051 MCR process. It is anticipated that the Region of Peel's new 2051 Official Plan will be adopted by the Region sometime in 2021 and the Province will approve the Official Plan by June 2022.

The Macville Community lands represent a unique opportunity to establish Caledon's first innovative 'transit-oriented community' as a result of the location of the lands' proximity to the planned Caledon GO station (Caledon's MTSA). These lands will contain a broad mix of residential forms that will integrate well with public transit and the future transit hub. These lands represent a unique opportunity to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles. In fact, the Macville Community lands represent the only opportunity to leverage and expedite the delivery of the planned GO Station supported by a signature mixed use community based on the implementation of a number of healthy community principles. The Macville Community Secondary Plan will facilitate and support the development of the subject lands for this uniquely planned community.

Glen Schnarr & Associates Inc. (GSAI) are the planning consultants representing the Option 3 Landowner Group in connection with advancing the Macville Community Secondary Plan. This LOPA submission to the Town of Caledon has been prepared collaboratively with full a team of professional consultants, including RJ Burnside and Associates Limited, Urbantech Consulting, DS Consultants, McNeil Management Services, BA Group, urbanMetrics Inc., Beacon Environmental, NAK Design Strategies, Gerrard Design, and LRK. Herein, this group of professional consultants are referred to as the "Macville Community Consulting Team"

This Planning Justification Report presents an analysis of the proposed Macville Community development through a Secondary Plan and evaluates the proposal in consideration of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Halton Official Plan (Office Consolidation 2018), and the Town of Caledon Official Plan (Office Consolidation April 2018).

As this Report will confirm, the establishment of a Secondary Plan for the Macville Community conforms to the Provincial Policy Statement and is consistent with policies contained within the Growth Plan, Region of Peel Official Plan and Town of Caledon Official Plan.

**Planning Justification Report  
Proposed Amendment to the Town of Caledon Official Plan  
Macville Community Secondary Plan LOPA  
(Bolton Option 3 Landowner Group)  
Town of Caledon, Region of Peel**

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## 1.0 INTRODUCTION

Glen Schnarr & Associates Inc. represents the Bolton Option 3 Landowner Group in connection with seeking the necessary planning approvals required to permit the development of the Macville Community lands for urban development including residential, commercial, mixed uses, community uses and related servicing and infrastructure. The lands subject to this proposal consist of approximately 182 hectares (450 acres) of land and are generally located north of King Street, east of The Gore Road and west of the CP Railway tracks (*Figure 1: Aerial Context Map*). The Subject Lands are municipally known as 14396 Humber Station Road; 14384 Humber Station Road; 14226 Humber Station Road; 14206 Humber Station Road; 14196 Humber Station Road; 14166 Humber Station Road; 14100 Humber Station Road; 14042 Humber Station Road; 14155 The Gore Road; 0 The Gore Road; 0 The Gore Road; 14211 The Gore Road; 14275 The Gore Road; 0 Humber Station Road; 14389 The Gore Road; 0 King Street; 0 King Street; 7844 King Street; 7816 King Street; 0 King Street; 7640 King Street (herein referred to as the “Subject Lands”) (*Figure 2: Existing Lot Fabric Within Macville Community Lands*)

This Planning Justification Report (the “Report”) is prepared in support of a local Official Plan Amendment to establish a Secondary Plan for the Macville Community in Bolton. This Secondary Plan will facilitate the development of these lands for residential and mixed-use development with related complimentary uses, such as open spaces, parks, trails, commercial uses, the Bolton GO Station, the natural heritage system (or Environmental Policy Area (EPA)), and stormwater management facilities.

This Planning Justification Report presents an analysis of the proposed Macville Community development through a Secondary Plan and evaluates the proposal in consideration of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (Office Consolidation December 2018), and the Town of Caledon Official Plan (Office Consolidation April 2018). This Report provides planning analysis and justification for the proposed Macville Community Secondary Plan in accordance with good planning and provides a basis for the advancement of planning applications within this Secondary Plan area through the review and approval process.



As this Report will confirm, the establishment of a Secondary Plan for the Macville Community conforms to the Provincial Policy Statement and is consistent with policies contained within the Growth Plan, Region of Peel Official Plan and Town of Caledon Official Plan.



# FIGURE 1 AERIAL CONTEXT MAP

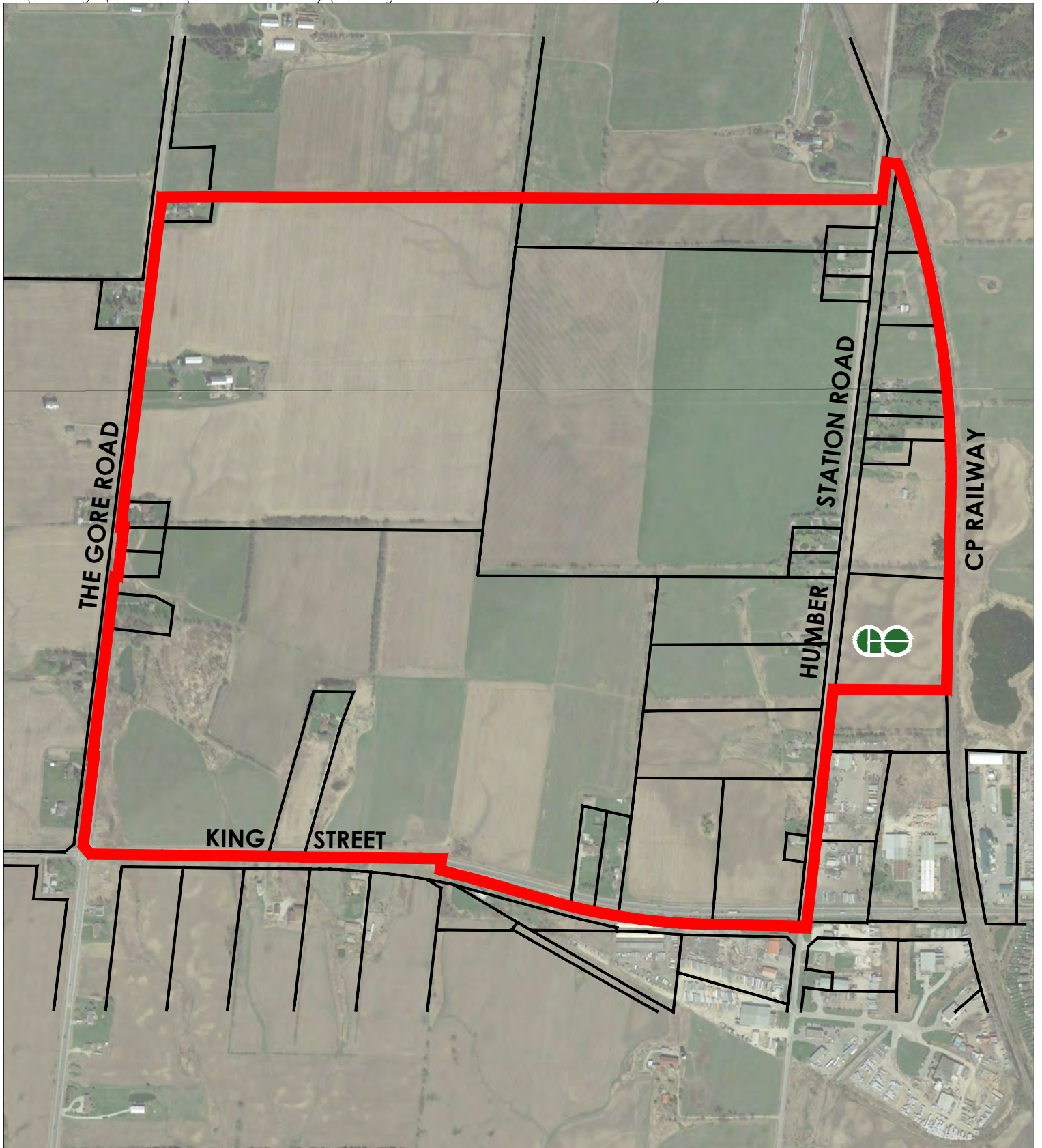
Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

## LEGEND

-  Subject Property
-  Existing Bolton Rural Service Centre





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January 20, 2021



**FIGURE 2  
EXISTING LOT FABRIC WITHIN  
MACVILLE COMMUNITY LANDS**

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

-  Subject Property
-  Future GO Station



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## 2.0 CONTEXT / BACKGROUND STRUCTURE

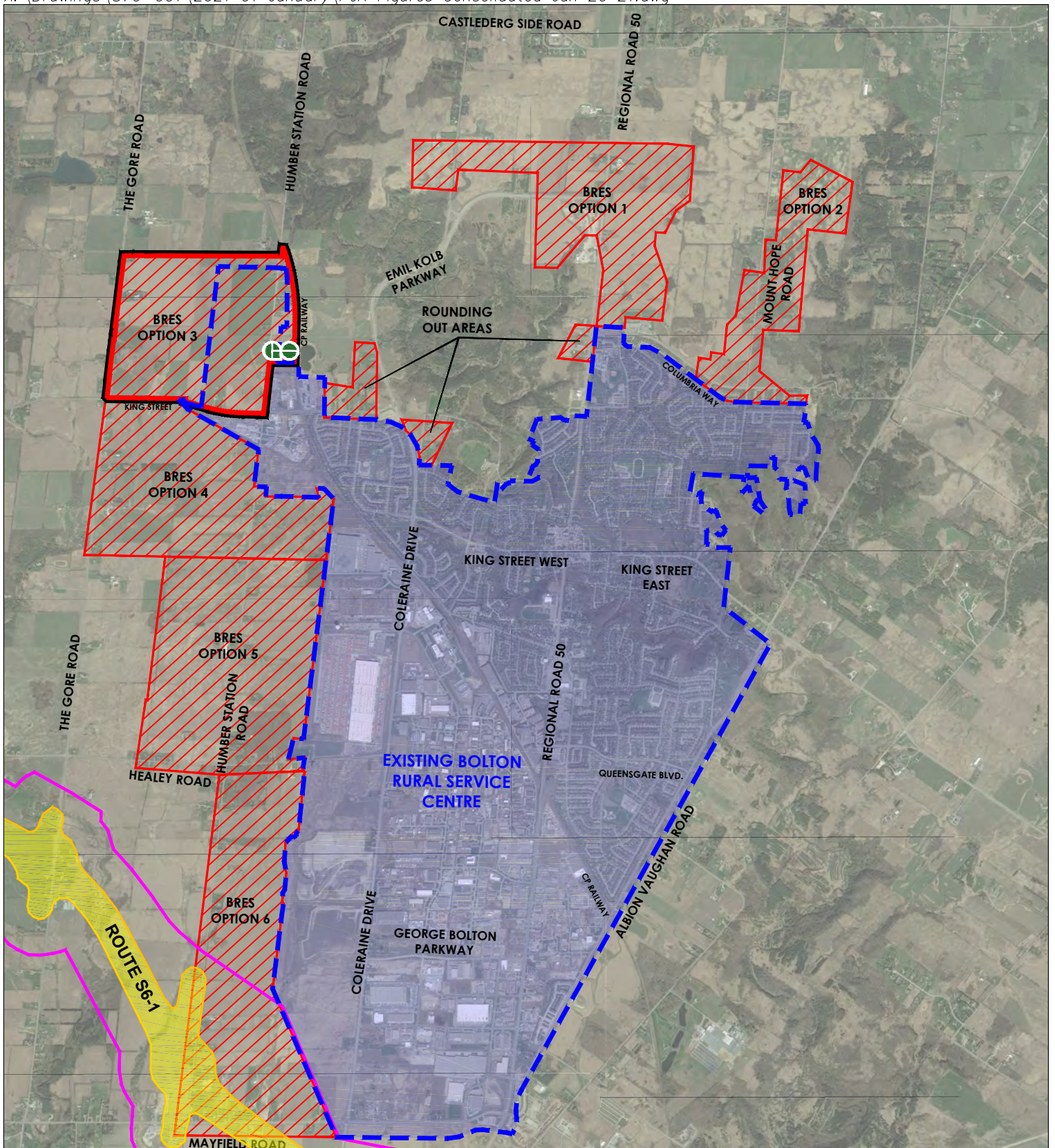
The Bolton Residential Expansion Study (BRES) represents Caledon's program of meeting the Growth Plan conformity targets set by the Province through the Growth Plan (2006), and subsequently directed by the Region of Peel. Regional Official Plan Amendment (ROPA) 24 addressed Growth Plan 2006 conformity for the Region of Peel and OPA 226 was Caledon's response to the Growth Plan and to ROPA 24. The population forecasts associated with these amendments are referred to as the "2031A" numbers or projections. Specifically, the BRES sought to implement the policy requirement for a settlement area boundary expansion and identified the Town's preferred approach to meeting the 2031 population forecasts, approved for the Bolton area through OPA 226. The intent of the BRES was to plan for an additional 10,348 population and 2,635 jobs prior to 2031 through a settlement area boundary expansion.

A number of detailed technical studies were undertaken in connection with the Town's BRES process which evaluated six different land areas (Options 1 through 6) for the expansion, plus three Rounding Out Areas (A, B, and C) (**Figure 3: BRES Option Areas**). The Town's BRES process was an exemplary process involving a substantial series of public input opportunities, and an iterative process involving a series of detailed technical studies, Council Workshops and Meetings, and public deliberation among professionals about the most logical and appropriate expansion option for Bolton to 2031.

In June 2014, as the Town's BRES process came to a conclusion, with the Town summarizing that "*Option 3 excels in the following areas:*

1. *It has potential for the development of a broader mix of residential forms that would integrate well with public transit. Option 3 offers the opportunity to create a walkable, transit supportive and complete community based on the implementation of a number of healthy community principles as a result of the location of Option 3 lands adjacent to a planned GO station.*
2. *It is a more logical and contiguous growth area as it enhances growth potential for areas to the west of Bolton making efficient use of land, infrastructure and public services.*
3. *It provides strategic advantages by providing opportunities to service existing industrial lands, as well as possible future growth in the vicinity that may be justified in future municipal comprehensive review for settlement area boundary expansions.*
4. *It has the benefit of using available capacity of existing roadway in the short term resulting in less disruption of the community as the new settlement area develops. Also, Option 3 will minimize the length and number of vehicle trip by residents due to its southerly location and the range of choices of routes within the community. It provides additional support for the establishment of the GO Station at the proposed Metrolinx's location and would provide an opportunity to create a transit hub with options for future Bolton residents to walk to.*










**FIGURE 3**  
**BRES OPTION AREAS**

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

-  Subject Lands
-  ROPA 30 Option Areas
-  GTA West Corridor Technically Preferred Route (2020)
-  Focused Analysis Area
-  Future Bolton GO Station



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January 20, 2021

5. *It offers lower costs and less complexity in meeting infrastructure improvement requirements.”<sup>1</sup>*

In keeping with the recommendations of the technical studies completed and Town staff’s recommendations, Town of Caledon Council passed Resolution 2014-243 in June 2014 supporting the Option 3 lands (referred to as Macville in this report) as well as the three Rounding Out Areas as the Town’s preferred areas for the new Bolton Rural Service Centre settlement boundary. An application was subsequently submitted to the Region of Peel by Town staff in October 2014, commencing the ROPA process for the Bolton settlement area boundary expansion (**Figure 4: Town of Caledon ROPA Submission October 2014**).

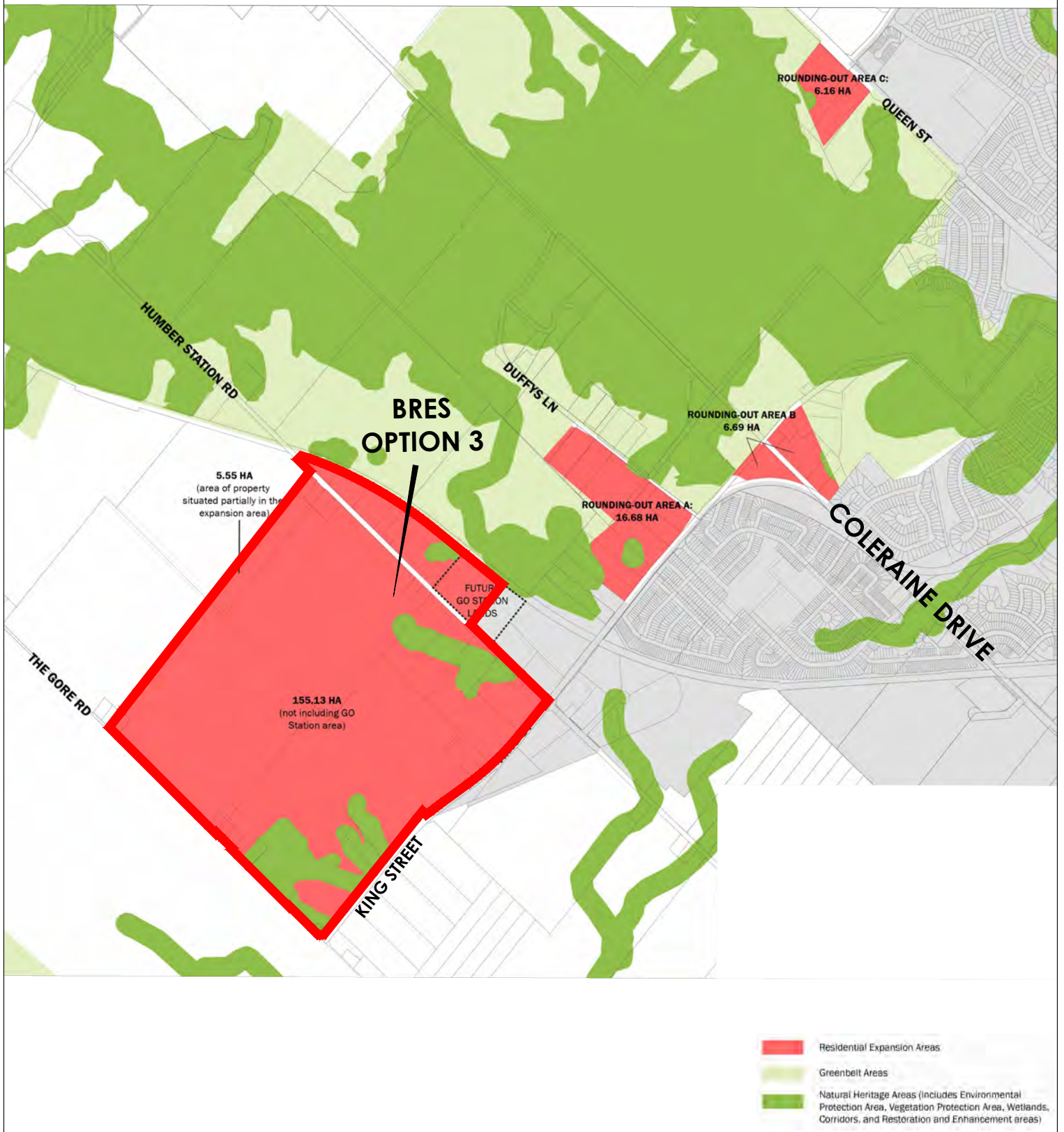
Through the Region’s ROPA 30 process, a number of technical reports were prepared (or updated from the Caledon process) to re-evaluate the six Option Areas plus the three Rounding Out Areas as possible settlement area boundary expansion areas. Both the Growth Plan and the Region of Peel Official Plan require that settlement area boundary expansions that relate to more than 40 hectares of land shall be undertaken as part of a Municipal Comprehensive Review (MCR). It involves a series of studies at the Regional, area municipal and site-specific levels needed to comprehensively evaluate a particular settlement boundary. The Town’s BRES process coupled with the Region’s ROPA 30 process have fulfilled the Provincial Growth Plan MCR requirements.

In December 2016 Region of Peel Council adopted ROPA 30 to relate to the Option 6 lands for the Bolton settlement area expansion. The Region’s decision on ROPA 30 was appealed by several parties, including the Option 3 Landowners Group. ROPA 30 was recently settled at LPAT to include the eastern portion of the Option 3 lands (Macville) within the Bolton Rural Service Centre boundary (**Figure 5: Eastern Portion of Macville within Bolton Rural Service Centre Per ROPA 30**).

As well, the 2020 Growth Plan brings forward additional population and employment projections to 2041 and, more recently, 2051. The Region of Peel is currently undertaking the MCR related to Peel 2041/2051, and the Region’s new Official Plan which will incorporate the 2041 and 2051 projections. Accordingly, further growth will need to be accommodated in Caledon and since Bolton represents one of Caledon’s three Rural Service Centres, a large part of this future growth will need to be located in Bolton through a further expansion to the Bolton Rural Service Centre. Accordingly, the balance of the Option 3 lands (known as the Macville Community) will ultimately be included within the Bolton Rural Service Centre boundary expansion through the Region of Peel’s Peel 2041/2051 MCR process.

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<sup>1</sup> “Staff Report DP-2014-060”, Town of Caledon (June 24, 2014).



# FIGURE 4 TOWN OF CALEDON ROPA SUBMISSION OCTOBER 2014

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel




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**FIGURE 5  
EASTERN PORTION OF MACVILLE  
WITHIN BOLTON RURAL SERVICE  
CENTRE PER ROPA 30**

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

-  Lands Approved as Rural Service Centre expansion through ROPA 30



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### **3.0 PROCESS AND ENGAGEMENT**

Public engagement and consultation are important components of the planning process. The engagement strategy to guide consultation through this process is designed to create open and transparent opportunities for the public to communicate comments and questions and for the applicant to respond appropriately and efficiently with additional detail, where helpful.

It is worthwhile to note that there has been an extensive public process undertaken to date related to the Town's BRES process and the Region's ROPA 30 process, dating back to 2012. There were many opportunities for public and stakeholder input throughout both of these processes and GSAI and the Macville Community Consulting Team participated actively and frequently in both processes.

As the LOPA planning process advances for the Macville Community, there will continue to be many opportunities for public input, including informal public information sessions, formal public meetings, and workshops, as necessary. Public input into the creation of this liveable and sustainable community development in Bolton's new urban expansion area, which closely links land use and transportation, is essential to its success.

To commence the submission process for the Macville Community LOPA, a Pre-Consultation meeting was convened virtually with Town of Caledon staff on April 9, 2020. This meeting provided the Macville Community Consulting Team with an opportunity to present preliminary plans for the Subject Lands, including ideas and options for the development of the property and to listen to preliminary comments and feedback from Town staff to assist the applicant in making a complete and comprehensive application. There have been subsequent iterations of the Plan resulting from discussions at this Pre-Consultation meeting. A Pre-Consultation Summary Checklist was provided to the Team following the Pre-Consultation meeting outlining preliminary comments and required materials to satisfy the complete submission requirements for the Secondary Plan / LOPA submission.

The Macville Community Consulting Team is committed to continuing to engage with staff, members of the public and members of Council throughout the planning process. The following steps are proposed to ensure continued dialogue and openness in order to ensure the public is kept informed and their feedback is provided to the applicant:

- Community Public Meeting(s), Workshop(s) and Open House(s) will be convened, as necessary, to inform the public and receive feedback / input through various stages in the planning process;
- A Statutory Public Meeting will occur with Town of Caledon Council; and
- Consideration for a Web Site to be created to provide additional information regarding the Secondary Plan.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the application and will assist the Macville Community Consulting Team in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the LOPA application will follow and exceed the requirements of the Planning Act for statutory meetings and the Town of Caledon's planning process preferences.

If there is extensive interest expressed, the Macville Community Consulting Team will explore convening informal meeting(s) with existing surrounding residents and landowners to discuss the development proposal, advancements and updates related to the proposed development. This communication program will undoubtedly assist in better informing the local population and managing the implementation of planning and development of the Subject Lands.

At the time of authoring this report, the Town of Caledon is following the advice and direction provided by the provincial and regional Medical Officers of Health and has implemented emergency planning operations, including closing or limiting access to facilities and focusing efforts on delivering essential services. Accordingly, the Town is currently subject to operational restrictions which prohibit public gatherings in large groups, including informal and formal statutory public meetings. In order to advance the application through the Planning approvals process, the Macville Community Consulting Team is aware that the Town is convening virtual public meetings. The Team is open to exploring interim options to facilitate public consultation in collaboration with Town staff. In addition to the online notices posted by staff, further efforts such as the provision of comment response sheets (through an online forum) in lieu of a formal in-person statutory public meeting could be employed, should the Town deem that satisfactory and in the public interest.

## **4.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The following section describes the existing site and area context, surrounding facilities, services and recreation and transit and connectivity.

### **4.1 Site and Area Context**

The Subject Lands consist of approximately 182 hectares (450 acres) of land generally located north of King Street, east of The Gore Road and west of the CP Railway tracks as shown on **Figure 1 - Aerial Context**. The lands have frontage along The Gore Road, King Street and Humber Station Road, as well as the CP Railway Tracks. There are three large properties within the Subject Lands' limits, including the northwest quadrant, the northeast quadrant and the southwest quadrant, ranging in size from approximately 38 to 54 hectares. The balance of the Subject Lands consist of a number of smaller sized properties, ranging in size from 0.4 to 4.4 hectares (**Figure 2: Existing Lot Fabric Within Macville**).

The majority of the Subject Lands are currently utilized for agricultural purposes and rural residential uses. The lands contain some natural heritage features including watercourses, unevaluated wetlands, fish habitat, wildlife habitat, drainage features, linkages and hedgerows. The developable area of the Subject Lands totals approximately 171 ha (422 acres) which excludes the significant natural heritage features.

The Subject Lands are located to the northwest of the existing Bolton Rural Service Centre urban boundary. Surrounding lands generally consist of undeveloped, agricultural lands to the north, south and west, and Greenbelt Plan area to the east.

The future Caledon GO Station will be located within Macville, along the CPR Tracks, just east of Humber Station Road. A GO Train Station at this location will help foster an environment for transit-oriented development in the Macville Community Secondary Plan area.

## **4.2 Surrounding Facilities, Services and Recreation**

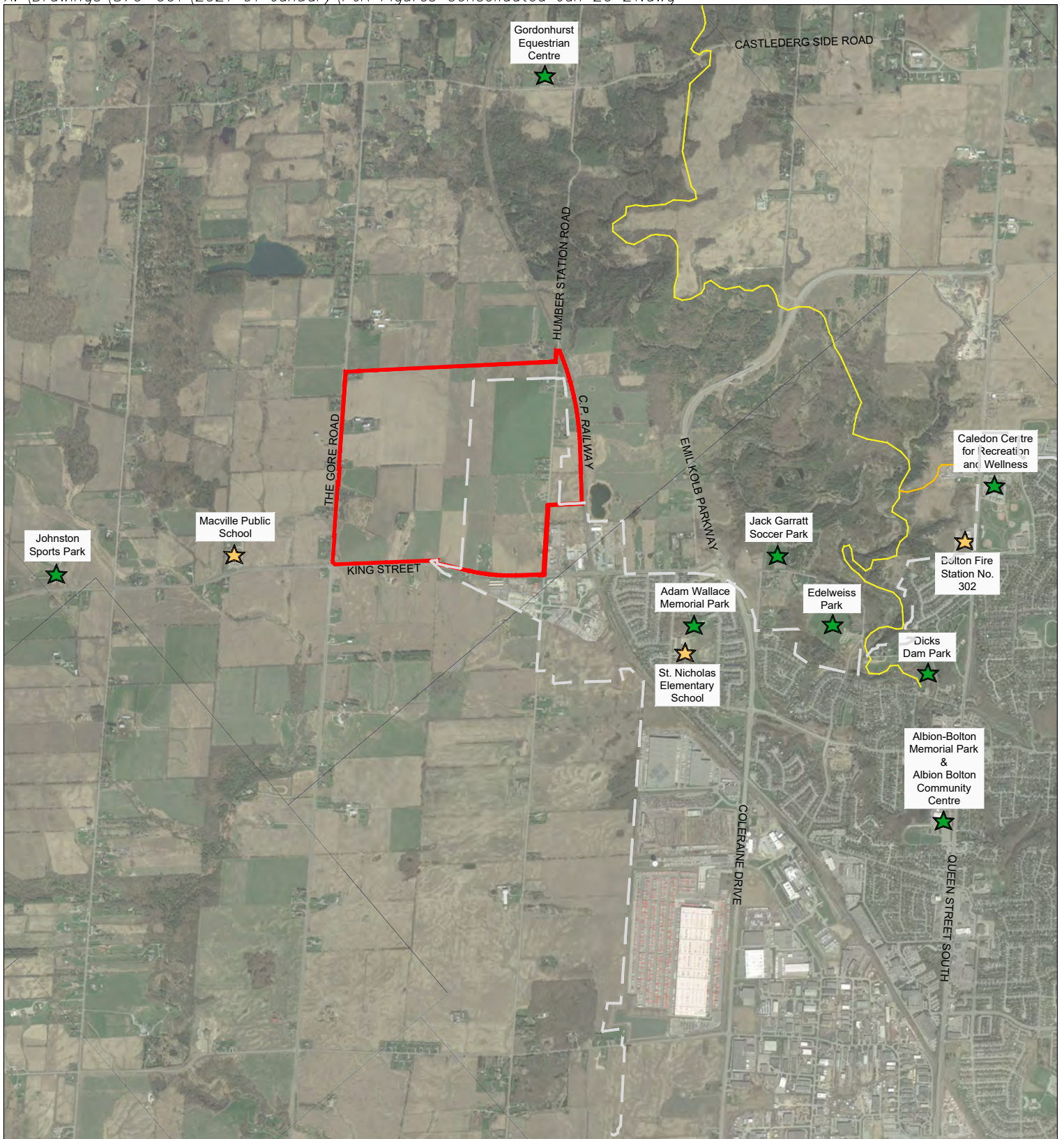
Caledon's provision of recreational services is influenced by many factors including demographic shifts, technological developments, the evolution of lifestyles, and other spheres of society such as politics, and the economy. There are a number of existing facilities, programs and services available to Bolton which will benefit (and benefitted by) the Macville Community Secondary Plan development. *Figure 6: Surrounding Facilities, Services and Recreation* depicts the following existing facilities, services, and recreation opportunities in the vicinity of the Subject Lands.

### **Parks/Open Space/Recreation**

Johnston Sports Park  
Adam Wallace Memorial Park  
Jack Garratt Soccer Park  
Edelweiss Park  
Dicks Dam Park  
Humber Valley Heritage Trail  
Albion-Bolton Memorial Park  
Albion Bolton Community Centre  
Caledon Centre for Recreation and Wellness  
Gordonhurst Equestrian Centre

### **Institutional**

Macville Public School  
St. Nicholas Elementary School  
Bolton Fire Station No. 302



## FIGURE 6 SURROUNDING CONTEXT MAP

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

### LEGEND

-  Subject Property
-  Existing Bolton Rural Service Centre
-  Parks/Open Space/Recreation
-  Institutional
-  Humber Valley Heritage Trail
-  Humber Valley Heritage Side Trail



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### 4.3 Roads

The road network serving Caledon is comprised of provincial highways and arterial, collector and local roadways. The Town has jurisdiction for all collector and local roadways. Peel Region is responsible for most arterial roads. In the vicinity of the Subject Lands, King Street represents a Regional east-west arterial and The Gore Road represents a Regional north-south regional arterial road. Both of these roads are identified as Major Roads with ROW widths of 30 m in the Region of Peel Official Plan.

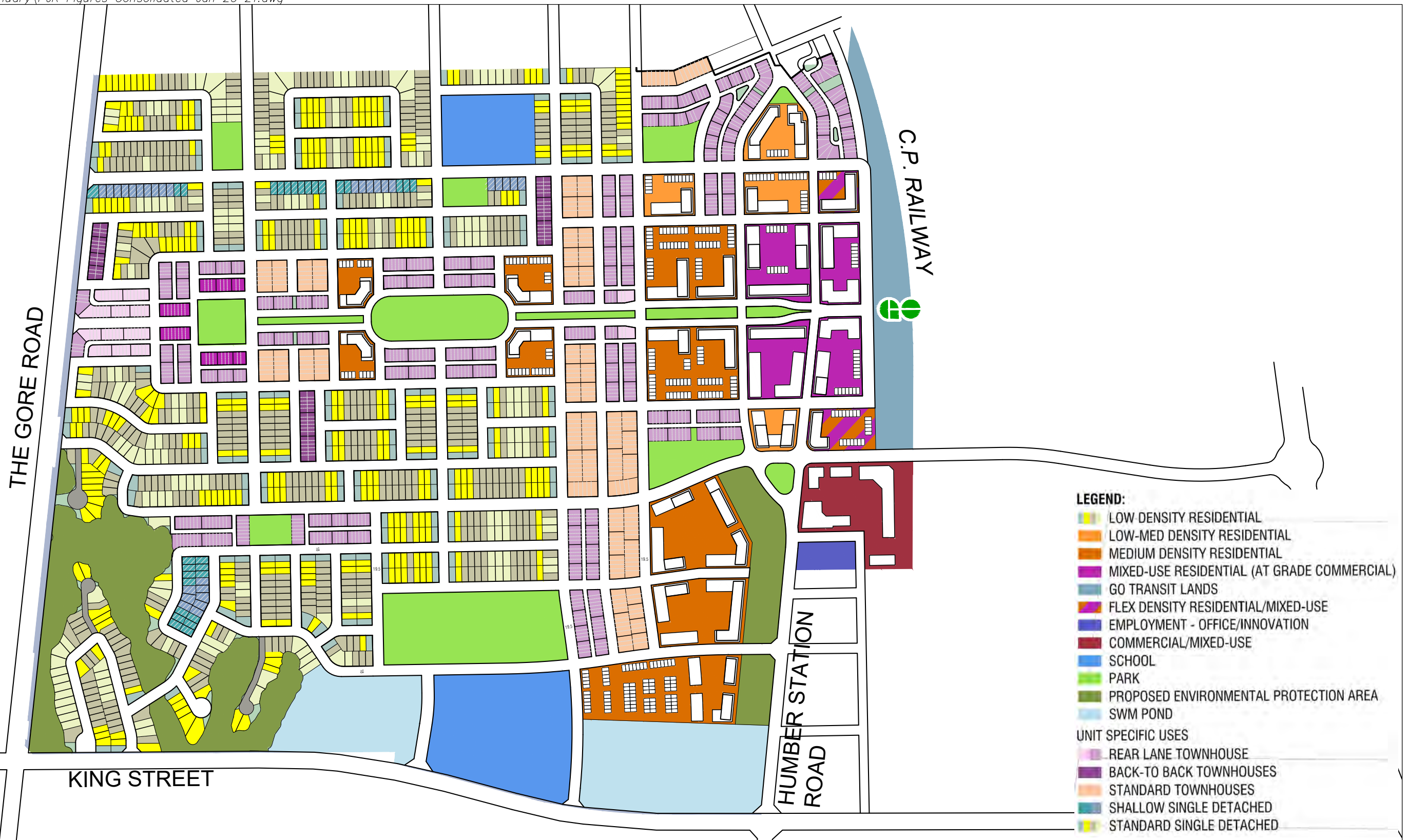
The Town's collector road system generally forms smaller block grids between the arterial road system. These roads are generally continuous and carry moderate traffic volumes. Humber Station Road is identified as a Collector Road with a 26 m ROW in the Town of Caledon Official Plan.

The Macville Community uniquely provides the opportunity to integrate the Caledon GO Station into the fabric of the new community. The community will be designed so as to fully leverage the presence of the GO Station in the community through a unique residential built form and density, including mixed use development, a road network focused on the GO Station, and roads and paths designed to encourage walking and cycling throughout the community.

As illustrated on the *Preliminary Framework Plan (Figure 7)*, vehicular access into Macville will occur primarily from the Gore Road (Highway 8) and King Street West. As well, there is a planned east/west road connection shown on the Preliminary Framework Plan which connects the GO Station to Emil Kolb Parkway, and includes a planned grade separation. This new road will provide a direct connection to the GO Station from Bolton and other areas, without necessitating bringing this traffic through Macville. In addition to the planned network of major, minor collectors and local roads, the proposed active-transportation linkages along streets will include bike lanes on major / minor collector roads and the multi-modal loop road, connecting each neighbourhood to local amenities, the Caledon GO Station, and the community as a whole.

### 4.4 Transit and Connectivity

Efficient and effective public transit and active transportation systems are key current and future components of the Town's transportation system, as provincial policy directions work towards creating more compact and complete communities. Policies in the Town's Official Plan detail the directives intended to support the enhanced use and accessibility of public transit in the Town. Specifically, the Official Plan identifies the opportunity to examine the need for a public transit service, as warranted by economic feasibility and service demand. The Official Plan further details a number of transit functions to incorporate in the planning and development process to preserve future opportunities for public transit, as well as specific policies for transit including collaborating with the Region, Metrolinx and Province, neighbouring municipalities and other appropriate jurisdictions to expedite provision of GO Rail service to Bolton, protecting corridors for the future GO Rail service identified by Metrolinx and the Province and enhancing existing GO Bus service passing through Bolton.



- LEGEND:**
- LOW DENSITY RESIDENTIAL
  - LOW-MED DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - MIXED-USE RESIDENTIAL (AT GRADE COMMERCIAL)
  - GO TRANSIT LANDS
  - FLEX DENSITY RESIDENTIAL/MIXED-USE
  - EMPLOYMENT - OFFICE/INNOVATION
  - COMMERCIAL/MIXED-USE
  - SCHOOL
  - PARK
  - PROPOSED ENVIRONMENTAL PROTECTION AREA
  - SWM POND
- UNIT SPECIFIC USES**
- REAR LANE TOWNHOUSE
  - BACK-TO BACK TOWNHOUSES
  - STANDARD TOWNHOUSES
  - SHALLOW SINGLE DETACHED
  - STANDARD SINGLE DETACHED

# FIGURE 7 PRELIMINARY FRAMEWORK PLAN

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel



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As noted in the Town of Caledon's Transportation Master Plan (October 2017, page 79), "*The Bolton Commuter Rail Feasibility Study advocated for GO Rail service to Bolton and the Bolton Residential Expansion Study frames a location for the future GO Train Station. A GO Train Station at this location would help foster an environment for transit-oriented development in this new development expansion area. It also has the potential to significantly increase the proportion of trips to and from Bolton taken by transit.*"

In support of advancing provincial policy interests and directions related to the adequate provision and efficient use of transportation and the establishment of Major Transit Station Areas, in December 2020 the Region of Peel advanced a draft Regional Official Plan Amendment (ROPA) aimed at establishing MTSA's throughout Peel, including the Caledon (Bolton) GO Station. The commenting period for this draft ROPA is currently active and it is anticipated that the Region will advance this ROPA and assign the 'Secondary' classification to the Caledon (Bolton) GO Station in light of its strong mobility potential, its strong market development and growth potential, its strong land use and built form potential and its strong community considerations.

An active transportation network and supporting infrastructure design guidelines are also key components to planning Bolton and, more specifically, the Macville Secondary Plan area. As noted in the Urban and Architecture Design Guidelines (Nak, 2021) and in the Transportation Study (BA Group, 2021), the transportation system for Macville will be designed to encourage a shift away from Single Occupant Vehicle (SOV) travel, and to embrace multi-modal transportation options with an emphasis on transit and active transportation. This will reduce vehicle trip generation, reduce traffic delays, alleviate congestion, and improve energy consumption and emissions. Beyond traditional bus transit methods, new technologies and initiatives present alternative options that focus on first and last mile issues and which have recently emerged as real considerations for new community development. These include micro transit options, such as community shuttles, shared private services (UberPool or Lyft), and potentially autonomous vehicle services. Regardless of the ultimate mode of transportation, the focus within Macville will remain on bringing a transit model that will see a significant increase in the modal split to transit and away from private car use.

Macville's interconnected multimodal network will include on-street bike lanes, continuous pedestrian sidewalks and multi-use trails which unify at the future Caledon GO Station area and form a dynamic and activated focus for Macville. The provision of a shuttle to the Caledon GO Station will also be encouraged. The current Town cycling network is comprised of on-road and off-road cycling and multi-use routes intended to facilitate commute, personal and recreational bicycle travel. The network was developed to provide good east-west and north-south route coverage within Caledon, including opportunities for bicycle travel between the Rural Service Centres as well as connections with adjacent communities.

It will be important to create a connected and well-designed pedestrian and cycling network within the Macville Secondary Plan area which connects and enhances the existing network. The overall intent is to enable Bolton residents and visitors to walk, bicycle and utilize other non-vehicular travel modes safely and efficiently regardless of age or ability.

## **5.0 APPROACH AND BASIS OF REPORT**

The approach which will be followed in the assessment of the planning rationale for this Secondary Plan proposal involves a review of the policies of the various levels of government to confirm that this development proposal is consistent with and conforms with the intent of the various applicable policy documents. The documents to be reviewed in connection with this Planning Justification Report include the following:

- The Provincial Policy Statement (2020);
- A Place To Grow (2020);
- The Region of Peel Official Plan (2018); and
- The Town of Caledon Official Plan (2018).

In addition to this Planning Justification Report, the following studies have been completed and reviewed in connection with this Secondary Plan / Local Official Plan Amendment:

- Stage 1 Archaeological Assessment prepared by Archaeological and Cultural Heritage Services (August 24, 2020);
- Cultural Heritage Resources Assessment Review prepared by Glen Schnarr & Associates Inc. (November 2020);
- Region of Peel Healthy Community Assessment prepared by NAK Design Strategies (February 2, 2021);
- Macville Urban and Architecture Design Guidelines prepared by NAK Design Strategies (February 2021)
- Transportation Study prepared by BA Group (February 2021);
- Comprehensive Environmental Impact Study and Management Plan (CEISMP) prepared by Beacon Environmental Limited (with contributions by Urbantech Consulting, DS Consultants Ltd. And GSAI) (February 2021);
- Functional Servicing Report (with Appendix 9 ‘High Level Costing’ prepared by RJ Burnside and Associates) prepared by Urbantech Consulting (February 2021);
- Fiscal Impact Study prepared by urbanMetrics Inc. (January 25, 2021);
- Preliminary Hydrogeological Investigation prepared by DS Consultants (February 3, 2021)
- Phase One Environmental Site Assessment (14275 The Gore Road, Parcel 1) prepared by DS Consultants Ltd. (January 8, 2021); and
- Phase One Environmental Site Assessment (Part of Lot 12, Concession 4, Albion, Parcel 4) prepared by DS Consultants Ltd. (January 8, 2021).

## 6.0 SECONDARY PLAN PROPOSAL – OVERALL VISION

The following section provides an overview of key development design principals and objectives related to the Macville Community Secondary Plan.

The overall plan for the Macville Community is structured with distinct neighbourhood areas and character districts, including the Caledon GO Station lands and lands in the immediate vicinity. **Figure 8: Macville Community Secondary Plan Land Use Schedule** illustrates the proposed conceptual layout of land use designations for the Secondary Plan area. **Figure 7: Preliminary Framework Plan** illustrates a more detailed preliminary development layout for the community.

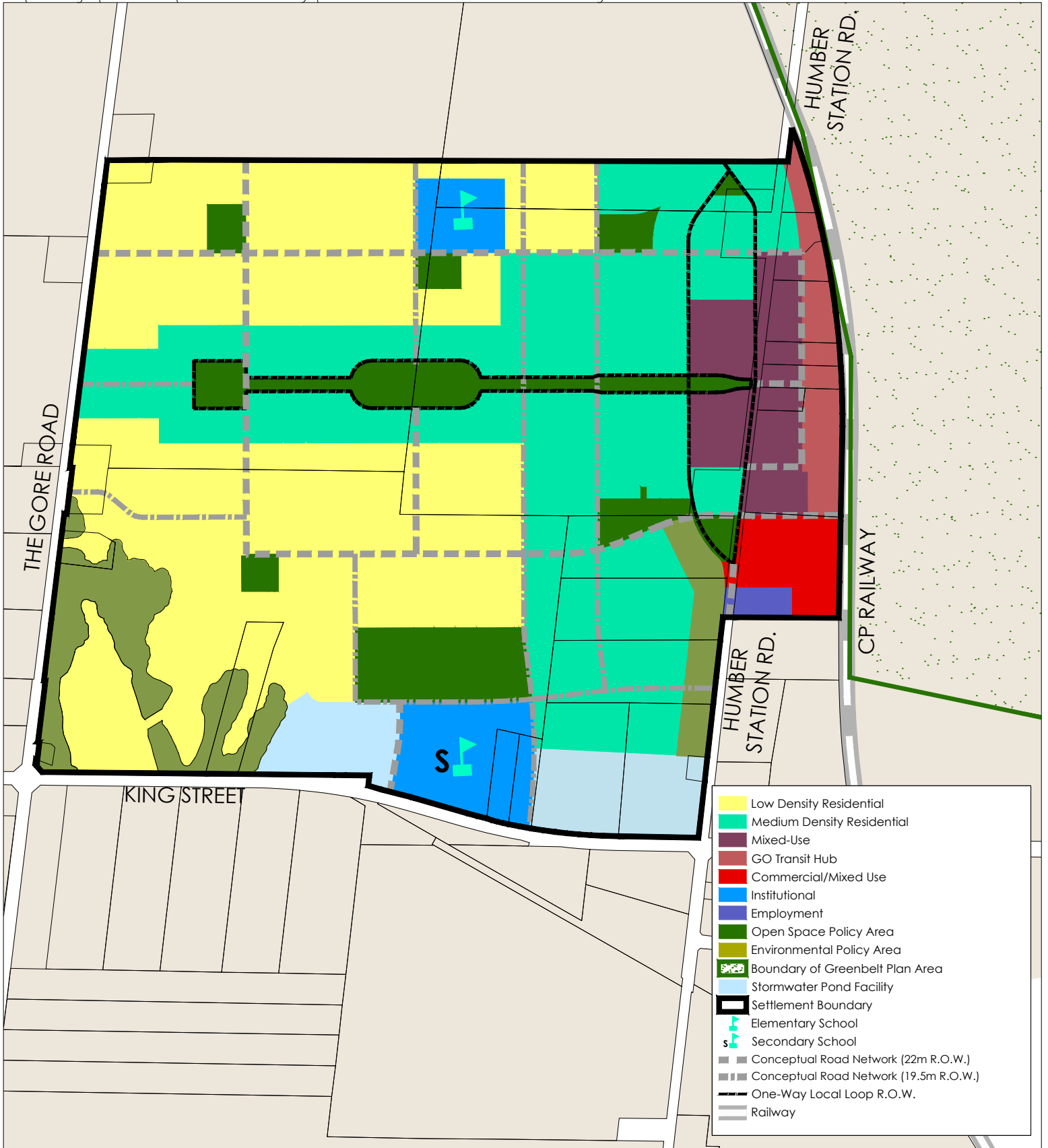
A primary focus of the proposed plan is the integration of a future MTSA commuter rail (GO Transit) station at the east limit of the site with supporting mixed-uses (including commercial and office) and higher density residential. The overall plan has been structured with distinct neighbourhood areas and two character district areas - The Avenue and The Hub, which are anchored by the future GO Transit Station.

The goal is to create a ‘made in Caledon’ community that is healthy, vibrant and connected with a unique community character, high quality built form, integrated smart technologies, transit oriented, enhanced Environmental Policy Area, high quality parks and open spaces, a mix of housing types and a central main street character.

The Caledon GO Station area is proposed to be amongst a mix of uses surrounding and anchored by the future Caledon GO Transit Station. This area is anticipated to be the Hub Area of the plan and will strategically achieve a mix of increased residential densities with community serving amenities, including public open spaces and locally servicing commercial, institutional, and employment areas. The opportunity for higher population and employment densities in vicinity of the GO Station, as well as the Subject Lands’ proximity to Bolton’s downtown, will support and ensure the viability of a comprehensive transit service featuring train and bus connections, while simultaneously reducing travel time and achieving higher sustainable modal splits for walking and cycling.

The Preliminary Framework Plan includes a main street character Avenue with enhanced streetscape features. The plan is pedestrian-scaled and will support bus transit, and the main street Avenue will lead directly into the Hub Area, where it will intersect with Humber Station Road to help form the village junction for higher density residential, commercial, employment and institutional uses. Surrounding the station area will be a mix of uses and a flexible use public plaza that will allow for a variety of land uses that will cater to GO Transit users, as well as those living in the community.

As noted in the Urban and Architectural Design Guidelines (Nak, 2021), Macville's streets are designed to minimize block lengths for easier navigation and walkability, and to create terminating views, vistas and other focal points to achieve an attractive public realm. A particular structural emphasis will be connections to the future Caledon GO Station, ensuring linkages and view



- Low Density Residential
- Medium Density Residential
- Mixed-Use
- GO Transit Hub
- Commercial/Mixed Use
- Institutional
- Employment
- Open Space Policy Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Stormwater Pond Facility
- Settlement Boundary
- Elementary School
- Secondary School
- Conceptual Road Network (22m R.O.W.)
- Conceptual Road Network (19.5m R.O.W.)
- One-Way Local Loop R.O.W.
- Railway

# FIGURE 8 MACVILLE COMMUNITY SECONDARY PLAN LAND USE PLAN

PART OF LOT 6, CONCESSION 3, NEW SURVEY TOWN OF MILTON,  
REGIONAL MUNICIPALITY OF HALTON

**LEGEND**  
 Subject Property

Scale NTS  
 January 20, 2021



corridors are reinforced through street orientation, attractive built form and block permeability. A main street character Avenue with enhanced streetscape features, will be pedestrian scaled and will support cycling, bus and shuttle transit options. Leading directly into The Hub district, the main street will help form the village junction for higher density residential, commercial, employment and institutional uses, at the doorstep of local and regional transit, bringing those who will greatly benefit from accessible transit, community services, retail and recreation functions within walking distance of home.

Macville will be comprised of streets that will provide a comfortable pedestrian scale with attractive streetscape elements that will encourage walking connections and a strong integration of the GO Station into the village fabric. Humber Station Road will be designed as a complete street with bus transit connections, bike lanes, a substantial pedestrian realm and a built form with reduced setbacks that help to frame the street and reduce its scale. Mixed use and medium density development opportunities are also shown along this portion of the plan area.

As well, there are two schools shown within the Plan Area, including an elementary school at the northern limit and a secondary school along King Street. Based on the anticipated population and housing types proposed for Macville, the need for two school sites within the Macville residential neighbourhood areas have been identified. The elementary school and the secondary school have been distributed in different areas of the community. Both schools are located within a 10-minute walk of the majority of the Secondary Plan Area.

Mixed use, employment and GO Station lands are generally located along the eastern portion of Macville, within close proximity to the GO Station and Core/Hub Area. The street leading from Caledon GO Station to Humber Station Road will be lined with ground level commercial, office and service amenities, with residential above. It will be a comfortable pedestrian scale with attractive streetscape elements that will encourage walking connections and better integrate the station into the village fabric. Humber Station Road will be designed as a complete street with a substantial pedestrian realm and built form with reduced setbacks, and will be designed to lead vehicles north from King Street on an urban road section to the main east/west collector road, to prevent the majority of traffic from entering the Core Area. As well, parking for the GO Train Station will be located along Humber Station Road south of the east/west collector road, minimizing the need for traffic to enter the Core Area.

As well, there is a planned east/west road connection shown on the Preliminary Framework Plan which connects the GO Station to Emil Kolb Parkway, and includes a planned grade separation. This new road will provide a direct connection to the GO Station from Bolton and other areas, without necessitating bringing this traffic through Macville.

Along this new east-west road connection, as well as further north along Humber Station Road, cyclists and hikers will be lead directly to the extensive trail systems and Greenbelt lands to the north and northeast. This will be a region-wide destination for those seeking the recreational opportunities provided by these trail networks, that will be facilitated by convenient train links.

This will encompass a ‘Rails to Trails’ program that will benefit the Macville Community as well as existing residents in Bolton and surrounding lands.

The Macville Community Secondary Plan Area will support a healthy, active lifestyle by promoting a mix of residential built forms and densities, by providing a range of sustainable modes of travel, and by providing recreational opportunities through the Plan area as well as through the surrounding trail network. The Plan consists of long east/west series of green spaces that connect the entire community through a green spine that leads right to the Core/Hub Area and the GO Station. This green system of open spaces and trails throughout the Plan help signify the neighbourhood areas, as well. The landscape and open space amenities, features, and elements of Macville will be planned, designed, and developed with a responsible, creative approach. These components will help define the community as a sustainable, healthy, and innovative place to live, work, and play.

## **7.0 CONFORMITY WITH APPLICABLE LAND USE POLICIES**

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates the proposed Secondary Plan’s consistency with the Provincial Policy Statement (2020) and conformity with ‘A Place to Grow: Growth Plan for the Greater Golden Horseshoe’ (2020), the Region of Peel Official Plan (2018), and the Town of Caledon Official Plan (2018).

### **7.1 PROVINCIAL POLICY STATEMENT (2020)**

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020 (the “PPS”). It came into effect on May 1, 2020. All decisions under the Planning Act, or that affect a planning matter, will be required to be consistent with the 2020 PPS.

As set out in the Provincial Policy Statement, 2020, Ontario’s long-term prosperity depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, and safety while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.



With respect to building strong, healthy communities:

*“1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in 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.”*

The Macville Secondary Plan Area represents an area for expansion of the Bolton Rural Service Centre. It was confirmed through the Region’s ROPA 24 and the Town’s OPA 226 planning processes that the Bolton Rural Service Centre settlement area must be expanded because sufficient opportunities to accommodate growth and to satisfy market demand are not currently available through intensification, redevelopment and designated growth areas to accommodate the projected needs to 2031. These lands were identified through the Town’s BRES study process as the preferred lands for the 2031 Bolton expansion area and the eastern portion of these lands were recently approved through an LPAT settlement for ROPA 30 and are now within the Bolton Rural Service Centre settlement boundary. Further, The Growth Plan (2020) sets 2041 and 2051 growth forecasts. Accordingly, the growth and expansion of Bolton’s Rural Service Centre is imminent and the Macville Community Secondary Plan Area will assist in the assurance of the growth and achievement of these policy directives.

The Macville Community proposes an efficient development design in an area that is identified for future growth. These lands represent a unique opportunity to establish Caledon’s first innovative ‘transit-oriented community’ as a result of the location of the lands’ proximity to the

planned Caledon GO station. The Macville lands will contain a broad mix of residential forms that will integrate well with public transit and the future transit hub. These lands represent a unique opportunity to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles and will provide a variety of housing options for people of different ages, stages of life and income levels. The Macville lands will contain multiple pedestrian / active transportation connections throughout the Plan Area, including access to the Humber River trail system to the east and north. As well, active transportation linkages will be provided to facilitate connectivity between the Macville Community and the broader community within Bolton and Caledon. Active transportation linkages will act as a gateway for pedestrians and cyclists to access commercial and related needs, reducing automobile dependency and reducing carbon emissions.

The proposed land use patterns within Macville promote efficient and cost-effective development with respect to infrastructure and servicing, by utilizing planned services and infrastructure. This is supported in the Functional Servicing Report (FSR) (Urbantech, 2021). In addition to a range of residential densities and built forms, the Macville Community will include elementary and secondary school blocks, mixed use development, employment development, the Caledon GO Station and related uses, parks, Environmental Policy Area, a road network and stormwater management blocks. The planned development for the Macville Community within the Bolton Rural Service Centre is consistent with the overarching policy directives for safe and healthy communities as outlined in Section 1.1.1 of the PPS.

In addition to policies on development and land use patterns, the PPS also contains policies specifically on directing growth within settlement areas. The PPS defines Settlement Areas and outlines the importance of Settlement Areas to balance interests of communities, use land and resources wisely, and to promote efficient development patterns:

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.”*

While a portion of the Subject Lands are currently within the Bolton Rural Service Centre and a portion are currently within the Region's Rural System, these lands in their entirety are located in an area anticipated for future urban growth and will ultimately be completely within the Bolton Rural Service Centre boundary in the short term. Accordingly, the ultimate inclusion of the Subject Lands inside the Bolton settlement area boundary will ensure that the Macville Secondary Plan is developed to be consistent with the PPS. Further, the proposed broad mix of compact residential built forms and mixed uses proposed within the Macville Secondary Plan Area promotes a healthy, livable and complete community which represents efficient development of the Subject Lands.

The Macville Community represents an opportunity to develop a healthy, complete community within close proximity to the new Caledon GO Station. In developing Macville, Caledon will be making land use and transportation planning decisions with a focus on reducing the burden of social, economic and health stresses associated with poor air quality, traffic congestion and car-dependent lifestyles. Convenient access to compact built forms and mixed uses as well as public transportation and options for safe, non-motorized travel are key components of complete communities because access and travel options are associated with desirable health outcomes. Specifically, the increased rates of physical activity and the ability and opportunity to utilize active transportation modes in Macville will make it easier for people to decrease their dependence on cars and in turn, reduce associated car emissions.

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

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

The Macville Community is currently partially within and partially adjacent to the current Bolton settlement area boundary and has been, for the most part, planned to accommodate development and growth since 2014 when Caledon submitted a ROPA to include these lands in the Bolton settlement area. These lands represent a unique opportunity to establish Caledon's first innovative 'transit-oriented community' as a result of the location of the lands' proximity to the planned Caledon MTSA / GO station. These lands will contain a broad mix of residential forms that will integrate well with public transit and the future transit hub. These lands represent a unique opportunity to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles. In fact, these lands represent the only opportunity to leverage and expedite the delivery of the planned GO Station supported by a

signature mixed use community based on the implementation of a number of healthy community principles.

As noted in the Healthy Community Assessment prepared by NAK, 2021, Macville scores extremely high in the Assessment in all categories, including density, streetscape characteristics, service proximity, land use mix, street connectivity and efficient parking. Macville represents a unique example of the emergence of a new health promoting community in Caledon.

*1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:*

*a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*

The Macville Community lands are one of six growth areas that have been extensively considered through an MCR process undertaken in part by the Town of Caledon (2012-2014) and in part by the Region of Peel (2014-2016) for 2031 growth to Bolton area. The MCR undertaken met all relevant criteria and supported the inclusion of the Macville Community lands for the 2031 BRES growth area. This support includes two separate and independent planning reports completed by Meridian Planning (on behalf of the Town of Caledon) and by The Planning Partnership (on behalf of the Region of Peel).

*b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;*

It has been demonstrated throughout the FSR (Urbantech, 2021) and the Fiscal Impact Study (urbanMetrics inc., 2021) that while there will be financing pressure in the near term based on the establishment of infrastructure and timing for the development of the Macville Community lands, the servicing of these lands will ultimately benefit lands beyond the Macville Community and revenue from the development of the Macville Community will assist in financing these needs. To the extent that a cumulative shortfall exists during the development of the Macville Community, this gap would be filled through an Area Specific Development Charge (ASDC) or a Front End Development Charge. With respect to other public service facilities such as schools and parks, there are well established funding mechanisms in place to ensure their delivery and maintenance.

*c) in prime agricultural areas:*

- 1. the lands do not comprise specialty crop areas;*
- 2. alternative locations have been evaluated, and*
  - i. there are no reasonable alternatives which avoid prime agricultural areas; and*
  - ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

*d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and*

*e) impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.”*

The western portion of the Subject Lands are currently within the Region and Town’s Prime Agricultural Area. However, these same lands have been identified for future growth through the Bolton settlement area expansion and the ROPA 30 process since 2012. Further, these lands and lands to the north, west and south of the Macville Community are currently being studied by the Region of Peel in connection with the 2041/2051 MCR Regional Official Plan Review. Essentially, these lands are recognized for future growth to 2031 and beyond 2031. An MCR is required to justify the expansion of the settlement area to include these lands and an amendment to the Region of Peel Official Plan is required and expected to be completed by the end of 2021. As already noted, the eastern portion of Macville has recently been approved by LPAT to be included within the Bolton Rural Settlement Area boundary.

It is noted that the PPS indicates that when considering a proposed expansion there should be no other ‘reasonable’ alternative locations that avoid prime agricultural areas. This requires that alternative locations that may be considered should be ‘reasonable’. It is noted in the Agricultural Impact Assessment (Colville Consulting, June 2014) and the Region of Peel’s Assessment of Agricultural Requirements and Evaluation of Options (June 6, 2016) which were both prepared in connection with ROPA 30, that “*none of the options fully avoid impacts to designated Prime Agricultural Areas or to prime agricultural lands. With respect to agricultural criteria, taking into consideration all of the agricultural factors and relative differences among options, no one option is strongly preferred over the other options*”. This demonstrates that there are no reasonable alternatives for a settlement area expansion to Bolton that would avoid prime agricultural areas due to the fact all the other options for settlement area expansion are also within the prime agricultural area and have direct and indirect impacts to surrounding agricultural lands.

It is worthwhile to note that the Region of Peel has established the principle of contemplating lands that are currently within a Prime Agricultural Area for new urban growth, provided it is appropriate and logical from a planning perspective. The western portion of the Macville Community lands are a logical choice for the expansion of Bolton and will serve to expand the settlement area boundaries to the west and north, eventually.

Section 1.2 of the PPS promotes a coordinated, integrated and comprehensive approach for dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards. In this regard, the following policy directive is noted to be relevant:

*“1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:*

*a) identify and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist and informed by provincial guidelines;*

*b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;*

*c) identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;*

*d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and*

*e) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries*

The Region of Peel has undertaken the MCR for allocating 2031 growth and they are currently undertaking the 2041/2051 MCR to allocate additional growth to 2051 pursuant to the Growth Plan (2020). The Town of Caledon is also undertaking their 2041/2051 Official Plan Review in concert with the Region’s work. This is a good example of the kind of coordinated planning required by the PPS. Through this process the Region is setting intensification and density targets for the Region of Peel to 2051, including a proposed intensification target of 55% and a proposed minimum density target of 65 people and jobs per ha. As well, the Region is currently undertaking their Major Transit Station Area (MTSA) Study and they have identified the future Caledon GO station as an important MTSA for Caledon. The Macville Community will be developed in

accordance with the Region's minimum density target, exceeding the minimum density target in areas closest to the future GO station as it is identified as an MTSA. Macville will establish a range and mix of housing types that reinforce identifiable neighbourhoods and meets density targets, while providing options for affordability and aging-in-place.

Population densities within Macville will increase within the medium density areas and mixed use areas closest to the GO Transit Hub. As these densities increase, they provide the critical population base to ensure support for amenities such as commercial and retail uses, community programs, and transit ridership. Further, increases in density will support active streetscapes by focusing amenities in strategic areas and within walking distance of transportation amenities.

The PPS contains housing policies to direct municipalities to plan for a range and mix of housing types and densities to meet projected requirements of current and future residents.

*“1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

*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 projected 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 areas where it exists or is to be developed; and*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;”*

The Macville Community Secondary Plan is rooted in the provision of a mix of residential built forms and densities, mixed uses, community amenities and transportation options that can be supported and delivered within a community developed in conjunction with a GO Train Station, related Hub Area and at the threshold of the Greenbelt Plan Area. This will be a healthy and vibrant community with a well-functioning, attractive public realm due to the opportunities a GO Station will bring as a catalyst for creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station area. The Plan presents a compact built form and maintains appropriate levels of health and safety through the provision of extensive active transportation opportunities. This Plan will help the Region and Town provide a mix and range of housing options at an appropriate density for this location within Bolton. The Subject Lands are intended for residential expansion purposes in keeping with local and Regional analyses undertaken in connection with BRES.

Section 1.5 of the Provincial Policy Statement emphasizes the importance of public spaces, recreation, parks and open space in the creation of healthy and active communities, as follows:

*“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 core elements of a healthy livable community include density, service proximity, land use mix, street connectivity, streetscape characteristics and parking. The Macville Community will achieve the objectives related to the promotion of healthy, active lifestyles based on street networks and built form that encourage walking and cycling. Social interactions are encouraged when community centres, schools, shopping and other services are concentrated together. Higher density developments create demand and support for a broader variety of services, employment opportunities, transit and other community destinations and this will be achieved in the Hub Area of the Macville Community. Increasing the number of destinations in a community creates opportunities for active transportation and this is a key component to the development of healthy livable communities. The Macville Community will provide a transit-supportive and pedestrian friendly community because of the lands' close proximity to the future Caledon GO Station.

The Provincial Policy Statement includes policies on infrastructure and public service facilities within Section 1.6. These policies are to ensure development is planned in a coordinated, efficient and cost-effective manner, as follows

*“1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

*Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:*

*a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*

*b) available to meet current and projected needs.”*



As noted in the Functional Servicing Report (Urbantech Consulting Limited, 2021) and the Fiscal Impact Study (Urban Metrics, 2021), municipal water and wastewater services will be extended to the Macville Community lands in an economical manner. As noted in the FSR, the Macville lands are generally outside of the range of elevations associated with Pressure Zone 6 of the existing water distribution infrastructure in Bolton and, accordingly, the development of Macville will require the addition of Pressure Zone 7. The addition of this new Zone 7 booster pumping station at King Street and Coleraine Drive will adequately service Macville as well as the surrounding areas which currently experience pressure issues for some existing residents. As well, the FSR notes that there is sufficient capacity in the existing sanitary outlet to convey flows from Macville.

Section 1.6.6 of the PPS contains policies related to planning for sewage and water services, including the following:

*“1.6.6.1 Planning for sewage and water services shall:*

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

*1. municipal sewage services and municipal water services;*

*b) ensure that these systems are provided in a manner that:*

*1. can be sustained by the water resources upon which such services rely;*

*2. prepares for the impacts of a changing climate;*

*3. is feasible and financially viable over their lifecycle; and*

*4. protects human health and safety, and the natural environment;*

*c) promote water conservation and water use efficiency;*

*d) integrate servicing and land use considerations at all stages of the planning process;*

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

*1.6.6.7 Planning for stormwater management shall:*

*a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*

*b) minimize, or, where possible, prevent increases in contaminant loads;*

- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.”*

This Secondary Plan process will involve consideration of servicing, environmental matters and transportation in a coordinated manner. As outlined above, the FSR prepared by Urbantech confirms how the proposed development meets PPS policies with respect to efficient growth and development. The Subject Lands will be included within the settlement area, and therefore the extension of services is appropriate and consistent with the PPS. As well, the stormwater management facility design prepared by Urbantech (FSR, 2021) includes stormwater management facility design which includes two ponds located at the southern limit of Macville (as shown on **Figure 7: Preliminary Framework Plan**) which have been sized and sited in accordance with a detailed review of the drainage area and imperviousness being introduced through the Preliminary Framework Plan. As well, an analysis of stormwater quality, erosion and quantity control, LIDs and water balance assessment has been presented and summarized in the FSR in support of the Macville Community Secondary Plan.

The Provincial Policy Statement also contains policy directives related to the provision of transportation systems, as follows:

- “1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*
- 1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

There is great potential for road connections between the Macville Community lands and the existing built-up area of Bolton. The existing higher order arterial road known as King Street, located directly adjacent to the southern limit of the Macville Community, provides a strong connection directly into the existing Bolton community. In addition, there is an opportunity to create a second connection from a future east / west road within the Macville Community lands by extending it from the GO Station to cross the rail corridor (via a new grade separation) and connect to the new Emil Kolb Parkway to the east. It is envisioned that this new road will provide a direct connection to the GO Station from Bolton and other areas without necessitating bringing this traffic through Macville. Both of these connections provide the means to interconnect active transportation networks, transportation networks, and facilities within the Macville Community to the existing built-up area of Bolton to the east.

Connectivity is important for planned and existing transit and transportation networks, to ensure areas of office, institutional and retail / employment are connected to create high-quality, mixed-use communities that are safe for cycling or walking. As well, there is a focus on urban design elements within the Macville Community design to create attractive and safe spaces that support transit, vehicular and active transportation within the community. By integrating all modes of transit in the Region (including GO Trains, vehicular, active transportation and transit/bus services) better connectivity and access across the Region can be achieved.

From a land use and development perspective, there is a unique opportunity to build a multi-use mobility facility in Bolton through the implementation of the Caledon GO Corridor. In fact, there are noted similarities to Mount Pleasant Village in Brampton in terms of Macville's opportunity for community uses, village atmosphere, and amenities which uniquely ties in to having a GO Station in close proximity. Specifically, Mount Pleasant Village was a new community developed on lands adjacent to rail tracks (CN), and the Macville lands have the opportunity to be developed as a new community with a mobility / transit hub adjacent to rail tracks (CPR). This is critical because the land use framework plan is being designed to contain a layout and densities in the context of the new GO Station and related transit mobility hub. This opportunity is further supported by the principle that planning support the development of complete communities by incorporating complete streets, accommodating the needs of different road users, including transit and active transportation, location of community services, public institutions, and open space.

With the recognized community-wide importance of a GO Station MTSA and transit hub, the Macville lands offer an opportunity to establish elements for a community that create an innovative, pedestrian friendly, transit-oriented community with mixed-uses and a variety of housing types and densities and amenities which will be beneficial to all of Bolton and Caledon.

The Provincial Policy Statement includes policies on supporting long-term economic prosperity, including the following:

*“1.7.1 Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- 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, resources, infrastructure and public service facilities;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;”*

The way communities are planned and designed has a significant impact on their social and economic fortunes. Thoughtful and sustainable planning can help increase property values, contribute to public health and ease transport problems. Viewed through the lens of sustainable development, strategies for land use planning and design are being developed and implemented in ways that directly link the built environment to economic well-being. In fact, the long-term intent of sustainable planning is to add value to the community – socially, culturally, environmentally, and economically – resulting in greater community distinctiveness and identity. The Macville Community will achieve these policy directives through thoughtful planning and design and this will ensure that Macville becomes a ‘destination’ or ‘place of choice’ for people and businesses.

The Provincial Policy Statement includes policies on energy conservation, air quality and climate change, including the following:

*“1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through 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 areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;”*

The Macville Community will accommodate a variety of compact residential built forms, such as single detached dwellings (various lot sizes, with or without laneways), semi-detached dwellings, street townhouses, lane townhouses (public/private laneways), stacked townhouses, back-to-back townhouses, and mid-rise developments including residential buildings and mixed use buildings. The inclusion of mixed uses and the future GO Station within the Hub will promote active transportation between dependent and compatible land uses.

The Macville Community will promote a low-carbon community by promoting active transportation options and transit and GO Train options which will have the result of reducing single-occupancy vehicles and will thereby contribute to reducing greenhouse gas emissions. Consideration has been given to maximizing energy efficiency and conservation and it is anticipated that additional opportunities will arise throughout the planning approvals process to investigate energy efficient solutions. The Macville Community is therefore consistent with the PPS policies on air quality and climate change.

Section 2 of the PPS emphasizes the importance of conserving biodiversity, protecting natural heritage, water and archaeological resources. With respect to natural heritage features, the following policies are examined:

*“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.*

*2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*

*2.1.4 Development and site alteration shall not be permitted in:*

*a) significant wetlands in Ecoregions 5E, 6E and 7E1; and*

*b) significant coastal wetlands.”*

The Comprehensive Environmental Impact Study and Management Plan (CEISMP) (Beacon et al, 2021) has identified natural heritage features and functions that are within and surrounding the Macville Community lands. Within the vicinity of the Macville Community lands, the Humber River Valleylands, which are associated with the main branch of the Humber River to the northeast, are part of the Region of Peel’s Core Areas of the Greenlands. This is a valuable environmental and recreational resource for Bolton and for the Greater Toronto Area. As well, lands to the west of Macville contain large natural areas that are also part of the Region’s Core

Areas of the Greenlands. As well, the Oak Ridges Moraine and the Greenbelt Plan are in close proximity to the north of the Macville lands.

Within the Macville Community lands, while there are no Core Areas of the Greenlands pursuant to the Regional Official Plan or Environmental Policy Area pursuant to the Town of Caledon Official Plan, there are local scale linkages consisting of headwater drainage features and hedgerows on the Subject Lands. It is noted in the CEISMP that these linkages are important for sustaining local populations of fish and wildlife; however, the network of headwater drainage features and linkages are limited in their function due to the proximity and interruption offered by the existing road network of King Street, The Gore Road, and Humber Station Road.

It is summarized in the CEISMP that the Macville lands mostly consist of agricultural uses with limited trees (mostly in the form of hedgerows) and that the lands contain wetland features and vegetation; however, these are unevaluated wetland areas. It is noted that the lands may contain breeding habitat for three Threatened or Endangered Species bird, including the Barn Swallow, the Bobolink and the Eastern Meadowlark. Consideration will be given to these habitats and appropriate permissions will be obtained to ensure these habitats are recreated elsewhere, where required.

As noted in the CEISMP, there are no aquatic species at risk or critical habitat within the study area of Macville. As well, it is noted that the Subject Lands do not support any evaluated wetlands or wetlands identified as PSWs. Further, there are no significant woodlands or valleylands on the Subject Lands. As well, it is noted that to date, no snakes have been incidentally recorded on the Subject Lands or within the Study Area of the CEISMP. As well, it is noted in the CEISMP that no rare vegetation communities have been identified on the Subject Lands or within the Study Area.

Development of the Macville Community lands considers the natural heritage features and their functions in the overall proposal. Specifically, there is limited development in the vicinity of the features located in the southwest portion of the Subject Lands. However, it is summarized in the CEISMP that the natural areas on the southeastern portion of the Subject Lands will be amalgamated and realigned into a greenway corridor, which will include compensation for the 5 small wetlands that will be removed as part of the development plan.

Overall, there will be a net overall gain in natural heritage system within the Macville Community development, and a majority of the existing natural heritage system on site has been left in place. Specifically, the CEISMP notes the protection of natural heritage system and wildlife habitat within the Subject Lands through establishment of buffers and created / enhanced corridors which achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the natural heritage system located within the Macville Community area and to the broader scale regional ecosystem.

Proposed stormwater management facilities to be located within the community will consider the maintenance of water budget targets to ensure no impacts to wetlands and fish habitat. Erosion thresholds to guide stormwater management pond design will be quantified in the CEISMP to mitigate erosion.

Placing natural heritage features and related buffer areas into the “Environmental Policy Area” of the Town’s Official Plan through this Secondary Planning process will ensure the features are protected long term from future development, consistent with PPS policies under Section 2.1.

*“2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:*

*a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*

*d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;*

*e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*

*i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.”*

The FSR (Urbantech, 2021) and CEISMP identify areas of ecological importance, existing drainage patterns, watershed details, headwater catchments, flood mapping, and opportunities for consolidating drainage and optimizing stormwater management practices. The FSR outlines that the successful delivery of various components of the natural heritage system within and around Macville and within the development areas requires an implementation plan that considers maintaining the environmental integrity of the existing natural system through development, erosion and sediment prevention and control. Together the FSR and CEISMP consider the potential impacts of the Macville development on the existing ecology and natural heritage system, including water resources, in an ecologically meaningful way.

*“2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.*

*Prime agricultural areas are areas where prime agricultural lands predominate. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural area, in this order of priority.*

*“2.3.5.1 Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.”*

As noted already, the eastern portion of the Subject Lands are within the Rural Service Centre and the western portion are currently within the Prime Agricultural Area. However, the western lands have been identified for future growth through the Bolton settlement area expansion since 2012 and are now being contemplated for future growth through the Region’s 2041/2051 MCR Regional Official Plan Review. Essentially, these lands are recognized for future growth to 2031 and beyond 2031. An MCR is required to justify the expansion of the settlement area to include these lands and an amendment to the Region of Peel Official Plan is required.

*“2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

In 2014 the Town of Caledon prepared the ‘Cultural Heritage Landscapes and Built Heritage Resources Assessment’ (herein referred to as “The Assessment Report”) in connection with the Town’s Regional Official Plan Amendment (ROPA) submission for the BRES. Since the original inventory was conducted in 2014, several properties have been added to the Heritage Registrar for the Town. A Cultural Heritage Resources Assessment Review (GSAI, November 2020) was prepared in connection with the Macville Secondary Plan submission and this identifies all additions to the Town’s inventory within the Macville Community lands and within a 1 km radius of the Macville Community lands. The Review concluded that two properties within the Macville Community lands that are now Listed on the Town’s Heritage Registrar (7640 King Street and 14275 The Gore Road) and concluded that seven properties located within the 1 km radius of the Macville Community lands had recently been added to the Town’s Heritage Registrar.

It is proposed that the two non-heritage dwellings within the Macville Community lands will be sensitively integrated into the planning and design of Macville. As outlined in the Urban and Architecture Design Guidelines (Nak, 2021), these existing homes provide a unique opportunity for the adaptive-reuse of the buildings since they have notable architectural and cultural heritage value. The opportunity for integration of a contemporary addition and re-use of the existing dwellings would potentially provide facilities that address Macville’s and Bolton’s municipal programming needs, including opportunities for developing community wide programs that focus on youth, arts and culture.



- “2.6.2        *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. 2*
- 2.6.5        *Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.”*

Archaeological Services Inc. (ASI) has completed a Stage 1 Archaeological Assessment of the Macville Community lands (August, 2020). This Stage 1 Assessment updates and expands upon the previous research ASI undertook in 2014 for these lands on behalf of the Town of Caledon. The Stage 1 Archaeological Assessment (August, 2020) has resulted in the determination that approximately 97% of the study area is found to contain the potential for the presence of both Indigenous and Euro- Canadian archaeological resources. As such, Stage 2 Archaeological Assessment, carried out in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ 2011 Standards and Guidelines for Consultant Archaeologists, will be undertaken in connection with any future Draft Plan of Subdivision proposal or other development.

As well, pursuant to the *Standards and Guidelines for Consultant Archaeologists*, Indigenous communities may be engaged for information on possible traditional use areas and sacred and other sites on or around the property and to determine their interests in the archaeological sites and the Subject Lands in general. Given this, and because the study area for the Macville Community is within the traditional lands of the Conseil de la Nation Huronne-Wendat, the Mississaugas of the Credit First Nation and the Six Nations of the Grand River, an engagement process was undertaken. Specifically, the results of the Stage 1 Assessment and a copy of the final report has been shared with the communities in an effort to keep them updated and informed.

Throughout this section of the Report it is demonstrated that the Macville Community Secondary Plan is consistent with policies of the Provincial Policy Statement including policies on healthy communities, growth, housing, recreation and parks, infrastructure, energy conservation/air quality, the natural heritage system and cultural and archaeological heritage resources.

## **7.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)**

The Growth Plan for the Greater Golden Horseshoe, 2020 (“Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the previous Growth Plans (2019, 2017 and 2006) and responds to the key challenges that the region will face over the coming decades with enhanced policy directions. Although many of the policies of the Growth Plan have remained the same over the years, the changes to the new Growth Plan (2019 and 2020) are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. The

overarching objectives of the Growth Plan (2020) continue to support the achievement of complete communities that are healthier, safer, and more equitable and prioritize efficient use of land and infrastructure by directing growth through a hierarchy of settlement areas and prioritizing settlement area boundary expansions based on an evaluation of the appropriateness of their location. The Growth Plan policies most relevant to the proposed Macville Community Secondary Plan include those on managing growth, housing, designated growth areas, moving people, water/wastewater, natural heritage system and public open space.

Section 2.2 of the Growth Plan (Managing Growth) contains policies regarding how municipalities shall plan for and allocate population and employment growth in order to meet growth forecasts.

*“2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*

*a) the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

*c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;”*

*2.2.1.3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

*a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;*

*b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*

*c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*

As already noted, the Macville Community lands have been identified for future growth through the Bolton settlement area expansion since 2012. A portion of these lands have recently been brought into the settlement area through the settlement of ROPA and a portion of these lands are

currently being contemplated through the MCR currently underway for 2041/2051 growth by the Region of Peel. With the recognized community-wide importance of a GO Station and transit hub, the Macville lands offer an opportunity to establish elements for a community that create an innovative, pedestrian friendly, transit-oriented community with mixed-uses and a variety of housing types and densities and amenities which will optimize infrastructure and public service facilities and will be beneficial to all of Bolton and Caledon. As well, the population and growth needed to justify the GO station will also help to justify program needs for recreational facilities through achieving a critical mass population.

Further Managing Growth policies from the Growth Plan include the following:

*2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.”*

The Macville Community will provide for future residential and mixed use growth in Caledon. These lands will successfully complement comprehensive planning studies that have been completed and that are ongoing by assisting in setting the stage for a strong, healthy community with the potential for the development of a broad mix of residential forms that will integrate well with public transit, providing the opportunity for a walkable, transit supportive, vibrant and

complete community based on the implementation of a number of healthy community principles, and the lands' location adjacent to the planned Caledon GO station.

The Growth Plan (2019) requires Peel Region to plan for a minimum of 1,770,000 people by 2031, 1,970,000 people by 2041 and, pursuant to the latest Growth Plan (2020), requires Peel to plan for 2,280,000 people by 2051. Peel Region Council endorsed a 2041 allocation of 160,000 people to Caledon and, more recently, staff have presented a draft allocation of 300,000 more people to Caledon for 2051 to assist Peel in achieving the new Growth Plan targets per Amendment No. 1<sup>2</sup>. This represents significant growth targets for Peel and Caledon, which the Macville Community will assist Peel in achieving.

*“2.2.4 Transit Corridors and Station Areas*

- 1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 2. For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
- 3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
  - c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*

The Region of Peel's 'Phase 1A Preliminary MTSA Review' (April 2020) and 'MTSA Focus Area Policy Directions Report' (May 2020) identify the future GO Station located north of King Street along the CP Rail Line (and along Humber Station Road) as a future Caledon MTSA within the Region. The implementation of the Woodbridge-Kleinburg-Bolton commuter rail line and, more specifically, the future Caledon GO Station MTSA in Bolton, will have a critical impact on future growth to Caledon. In this regard, the role and significance that development of the Macville lands (which include this MTSA) will have on Caledon and Peel's future is immensely important and must be examined through different lenses, including mobility, market growth and potential, land use and built form and community considerations.

Pursuant to Growth Plan policy directives (and reiterated in the Region of Peel's MTSA Policy Directions Report), the lands surrounding the Caledon MTSA are targeted to achieve a minimum density target of 150 people and jobs per hectare. This will help facilitate planning these lands as

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<sup>2</sup> Staff Report titled 'Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update' Council Meeting date December 10, 2020.

an important node with corridors at higher densities and with designs and standards to support transit, walking and cycling. This will provide for closer live-work relationships within other areas of the Bolton Rural Service Centre. Moreover, the integration of a future GO Rail station and transit hub MTSA into the heart of what will be the new transit-oriented community of Macville will achieve the Province's complete community concept. With the new Caledon MTSA along the Woodbridge-Kleinburg-Bolton GO corridor, the Caledon MTSA has the unique opportunity to allow Peel and Caledon to achieve these important planning directives.

Section 2.2.6 of the Growth Plan contains policies regarding housing, which builds on the Housing policies of the PPS. Of note:

*"2.2.6.1. 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 second units and affordable housing to meet projected needs of current and future residents; and*
- ii. establishing targets for affordable ownership housing and rental housing;*

*2.2.6.2. 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; and*
- d) planning to diversify their overall housing stock across the municipality."*

The Macville Community will encompass a residential density which will be appropriate to contribute towards Peel and Caledon's density target objectives. The opportunity for a variety of built form and dwelling sizes will accommodate different household sizes and will cater to residents of different life stages. The proximity of the lands to the Caledon MTSA offers opportunities for compact, affordable housing options. The Macville Community development

will ensure the Peel Official Plan and Caledon Official Plan conform with the Housing policies of the Growth Plan and contribute towards the Region and Town meeting density forecasts.

Section 2.2.7 provides policy guidance with respect to Designated Greenfield areas. The policies applicable to the proposed Macville Community are as follows:

- “2.2.7           1.     *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
- a)       supports the achievement of complete communities;*
  - b)       supports active transportation; and*
  - c)       encourages the integration and sustained viability of transit services.”*

The Macville Community will be a greenfield development located in an area planned to accommodate future growth. The Macville Community will be designed as a complete community, including residential, population-related employment, the future Caledon MTSA, various retail and institutional uses, all within walking distance to existing/future parks and greenspace. Furthermore, the proposed development will facilitate active transportation and transit opportunities, as envisioned for Greenfield Areas in the Growth Plan.

- “2.2.7.2.       *The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:*

- (a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;”*

The Macville Community will achieve and exceed the minimum density target of 150 people and jobs per hectare for lands within 800 m of the Caledon MTSA. Specifically, the actual planned density within the portion of 800 m radius of the GO Station within Macville, pursuant to the Preliminary Framework Plan, is **149 p&j/ha**. As well, the balance of Macville (beyond the 800 m radius of the GO Station) is planned to achieve a density of **63.8 p&j/ha**, pursuant to Growth Plan policy directives for Peel. This equates to an overall density of the entire Macville Community of **103 p&j/ha**. These densities are supportive of a complete community and are consistent with the directives set out in the Growth Plan.

Since the Macville Community is reliant on a future (imminent) settlement boundary expansion for the western portion of the lands, Section 2.2.8 (Settlement Area Boundary Expansions) is worthwhile to review.

“2.2.8.2. *A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:*

- a) *based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:*
  - i. *within the upper-or single-tier municipality, and*
  - ii. *within the applicable lower-tier municipality;”*

As noted earlier in this report, the Region of Peel has undertaken the necessary land needs assessment to determine that settlement area boundary expansion is justified and required to accommodate growth to 2031 and beyond, to 2051. ROPA 30 was recently settled and the eastern portion of the Macville lands are now within the Bolton Rural Service Centre boundary.

The Region of Peel is undertaking their 2041/2051 MCR to bring their Official Plan into conformity with the Growth Plan’s 2051 population and employment targets and additional settlement area boundary expansions (SABE) to 2051 have been justified through the latest land needs assessment undertaken by the Region. The western portion of the Macville Community lands are part of that review.

“2.2.8.3. *Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:*

- a) *there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- b) *the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;*
- c) *the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;*
- d) *the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;*

- e) *key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;*
- f) *prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper-or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:*
  - i. *expansion into specialty crop areas is prohibited;*
  - ii. *reasonable alternatives that avoid prime agricultural areas are evaluated; and*
  - iii. *where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;*
- g) *the settlement area to be expanded is in compliance with the minimum distance separation formulae;*
- h) *any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;*

The Region has justified the need for expansion of the urban area within Peel to achieve 2031, 2041 and ultimately 2051 population and employment targets. ROPA 30 assessed the most appropriate location for the 2031 Bolton Residential Expansion Study (BRES) area and the Macville lands were well justified and the eastern portion was ultimately included through settlement of ROPA 30. The balance of the Macville lands are well justified and supported for urban expansion and will come into the Region’s urban boundary through the Region’s ongoing 2051 MCR work. In support of inclusion of the Macville lands (and other lands), the Region is undertaking their 2051 MCR to assess and evaluate all Settlement Area Boundary Expansion (SABE) lands pursuant to the above noted criteria for 2051 growth.

The Growth Plan contains policies related to ensuring that infrastructure planning, land use planning and infrastructure investment is coordinated to implement growth.

- “3.2.1.2. *Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:*



- a) *leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
- b) *providing sufficient infrastructure capacity in strategic growth areas;*
- c) *identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
- d) *considering the impacts of a changing climate.*

3.2.1.3. *Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.”*

The Region of Peel considers servicing growth and the cost of development and approaches to mitigate the Region’s debt financing of new growth and related servicing infrastructure. Since the Region is actively considering growth to 2051 through the MCR, it is worthwhile to understand the benefits that servicing Macville will provide to other areas within Caledon (Bolton) as well. Included as an Appendix in the FSR is a preliminary assessment of capital costs for the external water and wastewater services associated with servicing the Macville lands, prepared by RJ Burnside (December 2020). This assessment includes preliminary costing estimates for servicing Macville and confirms that the ultimate servicing of Macville will (a) effectively address water pressure issues for existing residents at the upper limit of Zone 6 through redefining the boundary between Zone 6 and the new Zone 7; (b) will allow for the development of the Rounding Out Areas and to lands to the east known as Options 1 and 2 in Bolton without creating additional water pressure issues in Zone 6; and (c) will establish trunk sanitary services through lands to the south, known as the Option 4 lands and the employment lands in Option 5.

Further to recognition of benefits to Bolton from water and wastewater servicing of Macville, there are also significant benefits to Bolton, Caledon and Peel as a whole in the context of transit (GO Station), active transportation, and transit oriented / pedestrian oriented development associated with servicing and developing Macville.

The Growth Plan contains policies related to ensuring that transportation system planning, land use planning and transportation investment is coordinated to implement growth.

- “3.2.2.2. *The transportation system within the GGH will be planned and managed to:*
- a) provide connectivity among transportation modes for moving people and for moving goods;*
  - b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
  - c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero-and low-emission vehicles;*
  - d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*
  - e) accommodate agricultural vehicles and equipment, as appropriate; and*
  - f) provide for the safety of system users.”*

The Transportation Study prepared by BA Group (Feb 2021) examines the surrounding arterial road network requirements, roles of the arterials, community and neighbourhood streets within the community, internal community road patterns, transit and active transportation opportunities, and mode split assumptions for auto, transit, walk and cycling within the Macville Community. It is noted that the travel modal split that would result in the Macville Community by virtue of proximity to the Caledon GO station will result in a much lower impact to the level of traffic on the existing and planned road network in Caledon and in Peel. As noted previously, the Macville Community will be developed as a transit-oriented community, with a great number of residents located within easy walking distance (800 metres) of the future Caledon GO Station, and with the entire community provided with convenient local transit and active transportation links to the station. This significantly impacts the modal split, and therefore reduces the amount of traffic generated by this community. By taking this differential transit mode split into account, the Macville Community demonstrates a lower impact to the level of service of the existing and planned road network.

Additionally, with respect to the movement of people:

*“3.2.3 Moving People*

4. *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
  - a) *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
  - b) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.”*

The Macville Community includes a network of proposed public roads of various ROW widths (22 metres, 19.5 metres, 18 m and laneways) and multiple walkway blocks to enhance pedestrian circulation internal to the site and connecting the community to the existing Bolton Rural Service Centre as well as to the surrounding Greenbelt Plan area. There are many options within Macville and on surrounding lands offering safe and convenient travel options for pedestrians and cyclists. Specifically, the Caledon GO Train Station (MTSA) will bring opportunities to Bolton and will be a catalyst for a creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station. This will uniquely provide the opportunity to ensure that the community is be designed so as to fully leverage the presence of the GO Station in the community through residential built form and density, mixed use development, a road network focused on the MTSA, and roads and paths designed to encourage walking and cycling throughout the community. Accordingly, the development proposal conforms to the Growth Plan’s active transportation policies and helps the Region of Peel and Town of Caledon meet the above-mentioned transportation system goals.

Section 3.2.6 of the Growth Plan contains policies on Water and Wastewater Systems with respect to future planned residential growth. The following policies have been reviewed:

- “2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
  - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
  - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;”*

As previously noted in the commentary on PPS policies with respect to water and wastewater servicing, water and wastewater systems proposed as part of this development represent an efficient use of land and utilize connections to existing systems to serve growth. The FSR (Urbantech) is a high level document intended to identify the development constraints, SWM

targets, site serviceability, and to provide guidance to future Draft Plans and supporting studies for the ultimate development of Macville. As has been demonstrated in the FSR (including in Appendix 9 of the FSR) the proposed servicing for Macville will ultimately serve future growth in and around Bolton and, in so doing, will support achievement of the density targets in the Growth Plan. The previous and current watershed planning for the area has been considered and will continue to influence the engineering work and design ongoing for Macville. Reference should be made to the FSR Report prepared by Urbantech dated 2021 included in this submission for additional information.

Section 3.2.7 of the Growth Plan contains policies on Stormwater Management and the following is noted as it relates to the Macville Community:

- “2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
- a) is informed by a subwatershed plan or equivalent;*
  - b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
  - c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*
  - d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.”*

The FSR (2021) contains a section related specifically to the proposed stormwater management plan for the Macville Community. The Macville SWM strategy maintains the approximate pre-development watershed divide between the West Humber River and Humber River as well as the individual subcatchments/outlets within each watershed. This approach ensures that, with appropriate SWM controls, the development will minimize change to the overall drainage patterns and sources of drainage to each outlet aside from that associated with increased imperviousness. Further, the strategy considers subwatershed planning and minimizes flows to stormwater ponds by utilizing low impact development features. As noted in the report, the proposed stormwater management strategy ensures that the required water quantity and quality treatment, erosion control and water quality attenuation are provided for the Macville Community in SWM ponds and ensures that the requirements outlined within the Town of Caledon and TRCA standards and MOE SWMP design guidelines are met.

The CEISMP (Beacon et al., 2021) summarizes that the Macville Community lands include natural heritage system lands consisting of headwater drainage features, unevaluated wetlands, hedgerows and linkages. Section 4.2.1 and 4.2.2 of the Growth Plan contain policies on protecting and conserving the Water Resources Systems and Natural Heritage System, as follows:

- “4.2.1.1. *Upper-and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.*
- 4.2.1.2. *Water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions.*
- 4.2.1.3. *Watershed planning or equivalent will inform:*
  - a) *the identification of water resource systems;*
  - b) *the protection, enhancement, or restoration of the quality and quantity of water;*
  - c) *decisions on allocation of growth; and*
  - d) *planning for water, wastewater, and stormwater infrastructure.*
- 4.2.1.4. *Planning for large-scale development in designated greenfield areas, including secondary plans, will be informed by a subwatershed plan or equivalent.*

As noted in the CEISMP, proposed stormwater management facilities to be located within the community will consider the maintenance of water budget targets to ensure no impacts to wetlands and fish habitat. Erosion thresholds to guide stormwater management pond design are quantified in the CEISMP to mitigate erosion.

- 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;*

4.2.2.6. *Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:*

- a) will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and*
- b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.*

4.2.2.7. *If a settlement area is expanded to include the Natural Heritage System for the Growth Plan in accordance with the policies in subsection 2.2.8, the portion that is within the revised settlement area boundary will:*

- a) be designated in official plans;*
- b) no longer be subject to policy 4.2.2.3; and*
- c) continue to be protected in a manner that ensures that the connectivity between, and diversity and functions of, the natural heritage features and areas will be maintained, restored, or enhanced.”*

The CEISMP (Beacon et al, 2021) has identified natural heritage features and functions that are within and surrounding the Macville Community lands. Within the Macville Community lands, there are no Provincial Natural Heritage System lands, or Core Areas of the Greenlands pursuant to the Regional Official Plan, or Environmental Policy Area pursuant to the Town of Caledon Official Plan. However, there are local scale linkages consisting of headwater drainage features and hedgerows on the Subject Lands. It is noted in the CEISMP that these linkages are important for sustaining local populations of fish and wildlife; however, the network of headwater drainage features and linkages are limited in their function due to the proximity and interruption offered by the existing road network of King Street, The Gore Road, and Humber Station Road.

As noted in the CEISMP, there are no aquatic species at risk or critical habitat within the study area of Macville. As well, it is noted that the Subject Lands do not support any evaluated wetlands or wetlands identified as PSWs. Further, there are no significant woodlands or valleylands on the Subject Lands. As well, it is noted that to date, no snakes have been incidentally recorded on the Subject Lands or within the Study Area of the CEISMP. As well, it is noted in the CEISMP that no rare vegetation communities have been identified on the Subject Lands or within the Study Area.

Development of the Macville Community lands considers the natural heritage features and their functions in the overall proposal. Specifically, there is limited development in the vicinity of the features located in the southwest portion of the Subject Lands. However, it is summarized in the CEISMP that the natural areas on the southeastern portion of the Subject Lands will be amalgamated and realigned into a greenway corridor, which will include compensation for the 5 small wetlands that will be removed as part of the development plan.

Overall, there will be a net overall gain in natural heritage system within the Macville Community development through the creation and protection of Environmental Policy Area through the Secondary Plan. A majority of the existing natural heritage system on site has been left in place. Specifically, the CEISMP notes the protection of natural heritage system and wildlife habitat within the Subject Lands through establishment of buffers and created / enhanced corridors which achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the natural heritage system located within the Macville Community area and to the broader scale regional ecosystem.

Section 4.2.5 of the Growth Plan contains policies on protecting and developing publicly accessible parkland and public open space. Of note:

*“4.2.5 Public Open Space*

- 1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:
  - a) clearly demarcates where public access is and is not permitted;*
  - b) is based on a co-ordinated approach to trail planning and development; and*
  - c) is based on good land stewardship practices for public and private lands.”**

The Macville Community has a superior ability to promote development patterns that will achieve a complete community, including a pedestrian-friendly environment and a vibrant public realm because of the lands' close proximity to the future GO station and the mobility hub nucleus that will ultimately evolve. As well, this community provides a direct connection to Caledon Trails and the Humber River Valley Trail. As noted by NAK in the Healthy Community Assessment

(2021), this community has achieved high scoring pursuant to the Region of Peel's 'Healthy Community Scoring' due to the opportunity and provision of higher densities and mixed uses (office / commercial / public uses) resulting from close proximity to transit and the future GO station, as well as the provision of open space areas of varying typologies and active transportation opportunities.

As noted in the Urban and Architecture Design Guidelines (Nak, 2021), Macville's interconnected multi-use trail and on street bike network along with access to the existing regional trail system will help to establish an active and healthy community. As part of this comprehensive active transportation network, a system of parks and open spaces has been designed to provide a range of passive and active recreation opportunities within walking distance of all districts and neighbourhoods. This network will deliver a continuous trail system that has convenient and attractive links throughout the community. The multi-use trails and bike lanes located in strategic locations throughout Macville will enhance access and provide new links to allow cyclists and pedestrians to access the existing regional trail systems to the north, east, and south.

Throughout this section of this Report it is demonstrated that the proposed Macville Community conforms to policies of the Growth Plan (2020) including policies on Managing Growth, Housing, Moving People, Water/Wastewater, Stormwater Management, Natural Heritage System and Public Open Space. The Secondary Plan for the Macville Community is required in order to facilitate the proposed complete community development and will ensure the Macville Community lands are developed in conformity with the Growth Plan.

### **7.3 REGION OF PEEL OFFICIAL PLAN (Office Consolidation – December, 2018)**

The Official Plan for the Region of Peel was adopted by Regional Council on July 11, 1996 and subsequently approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The December 2018 Office Consolidation of the Region of Peel Official Plan includes Ministry and OMB approvals as well as approved amendments made through to December 2018 and this Consolidation was used for this analysis.

The Regional Official Plan is a broad land use policy document which provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. It is appropriate that this planning justification report provides a broad overview of the relationship of the Regional Official Plan to this Secondary Plan proposal.



The relevant sections of the Regional Official Plan and our commentary follows:

*“1.3.6 General Goals of the Plan*

*1.3.6.1 To create healthy and sustainable regional communities for those living and working in Peel which is characterized by physical, mental, economic, and social well-being; minimized crime, hunger and homelessness; a recognition and preservation of the Region’s natural and cultural heritage; and an emphasis on the importance of Peel’s future as a caring community.*

*1.3.6.2 To recognize, respect, preserve and enhance the importance of ecosystem features and functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms.*

*1.3.6.3 To recognize the importance of a vital and diverse economy and a sound tax base, and manage and stage growth and development in accordance with the financial goals and overall fiscal sustainability of the Region.*

*1.3.6.4 To support growth and development which takes place in a sustainable manner and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.”*

The proposed Secondary Plan for the Macville Community is in conformity with the general goals of the Regional Official Plan and the development will significantly assist the Region in the achievement of these goals. The Macville Community will contribute to a healthy community environment through the provision of natural open spaces, parkland, and with close proximity to the Caledon GO MTSA and existing commercial/retail uses within Bolton (Healthy Community Assessment, NAK 2021).

Furthermore, the Macville Community will preserve the ecological features in the area and, in so doing, will contribute to greater overall environmental well-being in the Region of Peel. Features to be preserved include the natural features in the southwest portion of the Subject Lands. In fact, overall, there will be a net overall gain in natural heritage system within the Macville Community development, and a majority of the existing natural heritage system on site has been left in place.

*“2.1.2 Natural Environment Goal*

*To create and maintain a system of viable, well-functioning environmental features to ensure a healthy, resilient and self-sustaining natural environment within Peel Region”*

*“2.1.3 Natural Environment Policies*

*It is the policy of Regional Council to:*

*2.1.3.1 Rationalize the regulatory framework for the natural environment across the Region on an ecosystem basis, jointly with the area municipalities, conservation authorities and provincial agencies, to increase the defensibility and effectiveness of protection measures.”*

*2.1.3.4 Adopt policies and establish programs for the restoration of the natural environment in Peel jointly with the area municipalities, conservation authorities and provincial agencies.”*

The CEISMP (Beacon et al., 2021) was prepared in accordance with the requirements set out by the Province of Ontario, the Region of Peel, the Town of Caledon and Toronto and Region Conservation Authority (TRCA). The report references policies in the Provincial Policy Statement, Region of Peel Official Plan, and Town of Caledon Official Plan. A range of environmental, hydrogeological, and water resources matters are addressed in the CEISMP including the protection and management of surface water resources, groundwater resources, natural heritage resources, aquatic and terrestrial resources, water balance considerations, and flood and erosion hazards.

The CEISMP confirms that the most prominent natural heritage feature associated with the Macville Community lands are lands within the southwest portion of the Subject Lands which consist of headwater drainage features and unevaluated wetland areas. No direct impacts are anticipated to these features, as the Macville Community Secondary Plan has been planned to protect those features. In fact, the CEISMP confirms that there will be a net overall gain in natural heritage system within the Macville Community development, and a majority of the existing natural heritage system on site has been left in place. Specifically, the CEISMP notes the protection of natural heritage system and wildlife habitat within the Subject Lands through establishment of buffers and created / enhanced corridors which achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the natural heritage system located within the Macville Community area and to the broader scale regional ecosystem.

*“2.1.3.2 Protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies.*

*2.1.3.3 Identify and regulate development on lands exposed to natural hazards jointly with the area municipalities, provincial agencies and conservation authorities.”*

The CEISMP (2021) presents the results of inventories and analyses of existing natural heritage feature conditions and provides an assessment of the significance and sensitivity of those resources in the context of the proposed Secondary Plan. Site observations and inventory findings were analyzed to assess potential constraints to development. This CEISMP is based on a series of inventories and analyses carried out by Beacon between 2014 to 2020. No encroachment of development is proposed to occur within areas of natural heritage features, including the associated buffer areas. The Macville Community Secondary Plan has been designed to respect these areas of environmental significance and the design will ultimately incorporate site-specific considerations, including maintenance and replication of ecological functions and consideration of the area's sensitivity to adjacent land uses.

The proposed development conforms with the Natural Environment Goal and Policies of the Region of Peel Official Plan.

#### *“2.2.4 Watersheds*

*The Credit River, Humber River, Etobicoke Creek, Mimico Creek and their tributaries form the major watersheds in Peel, although portions of other larger watersheds and many smaller watersheds also lie within Peel (see Figure 3 in the Appendix). Peel has an abundance of ground and surface water resources, but faces a growing number of water management challenges as the extent and intensity of land uses increase the impact on natural systems. The interconnections and relationships among human activities and the subsequent impacts on ecosystems must be recognized.*

*The natural boundaries of watersheds and subwatersheds provide relevant and practical units for an ecosystem approach to the management of water resources, and related natural resources, which utilize the hydrological cycle as the pathway that integrates physical, chemical and biological processes.”*

The drainage features within the Macville Community lands are within the West Humber River and Main Humber River watershed. As noted in the CEISMP (2021), according to the TRCA's Watershed Report Card (2018), the West Humber received a surface water quality grading as “poor” whereas the Main Humber was graded as “fair”. This grade is based off of phosphorous and Escherichia coli (E.coli) concentrations. Presence and community structure of benthic invertebrates also contributes to the overall grade. This is because invertebrates are indicators of water quality.

The Preliminary Hydrogeological Investigation (DS Consultants, 2021) provides a summary of water balance on the Macville lands. The Site-specific water balance indicates that with the introduction of Low Impact Development (LID) measures, the impervious area introduced through development of the Macville lands will be mitigated and the post-development infiltration rates will equal the pre-development infiltration rates. Specifically, to minimize the effects of increased impervious area, the following LID measures are currently under consideration by the Macville Community Consulting Team to promote onsite infiltration:

- Downspout Disconnection
- Additional Topsoil Depth
- Swales
- Infiltration Facilities
- Rain Gardens
- Rainwater Harvesting

#### *“2.2.5 Groundwater*

*Groundwater plays an important role in the hydrological cycle of the water resource system in Peel. The identification, maintenance and protection of groundwater recharge and discharge features and functions such as woodlands, topographic depressions, wetlands, ponds, lakes, rivers and streams are important to sustaining groundwater quality and quantity.*

##### *2.2.5.1 Policies*

*It is the policy of Regional Council to:*

- 2.2.5.1.1 Protect, maintain and enhance the integrity of ecosystems through the proper planning and management of groundwater resources and related natural systems in Peel.*
- 2.2.5.1.2 Work with the area municipalities, conservation authorities and other provincial agencies to protect, maintain and enhance groundwater resources.*

The Preliminary Hydrogeological Investigation (DS Consultants, 2021) includes an overview of the existing geological and hydrogeological conditions on the Subject Lands and within the surrounding area and provides an assessment of hydrogeological constraints and potential impacts of the proposed development on local groundwater resources. A significant aim of the study is to provide mitigation measures to reduce or eliminate the impacts of development on local water resources, groundwater users, and the natural environment. The Investigation also includes an estimation of construction dewatering requirements and groundwater permanent drainage conditions.

#### *“2.3 Greenlands System in Peel*

##### *“2.3.1 Greenlands System Objectives*

*To identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel.”*

*“2.3.2 Greenlands System Policies*

*2.3.2.4 Direct the area municipalities, in consultation with the conservation authorities, the Province and the Niagara Escarpment Commission, to include objectives and policies in their Official Plans for the interpretation, protection, enhancement, proper management and stewardship of the Core Areas of the Greenlands System in Peel which conform to the intent of this Plan, consistent with provincial policy, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan, where applicable.”*

Core Areas of the Greenlands System are mapped on Schedule A of the Regional Official Plan. Based on this mapping, the Humber River valleylands adjacent to the Subject Lands are identified as a Core Area; however, there are no Core Areas of the Greenlands within the Subject Lands. As noted in the CEISMP, natural areas and corridors on the Subject Lands include Significant Wildlife Habitat and fish habitat, and potential natural areas and corridors include unevaluated wetlands. These features represent natural features and areas that are considered locally significant. Regional policies pertaining to these features defer their interpretation, protection, restoration, enhancement, proper management and stewardship to local municipalities.

*“3.2.2 Agricultural Policies*

*It is the policy of Regional council to:*

*3.2.2.1 Protect the Prime Agricultural Area for agriculture as shown on Schedule B.*

*3.2.2.3 Require compliance with the minimum distance separation formulae in the Prime Agricultural Area.*

*3.2.2.4 Encourage, where appropriate, the phasing of development in accordance with the area municipal official plans so that agricultural activities and related uses continue for as long as practical in the area that lies within the 2031 Regional Urban Boundary but outside the Greenbelt in the City of Brampton, and within the approved boundaries of the Rural Service Centres in the Town of Caledon.”*


The eastern portion of Macville has recently been approved by LPAT to be included within the Bolton Rural Settlement Area boundary. The western portion of the Subject Lands are within the Region and Town’s Prime Agricultural Area. However, these lands have been identified for future growth through the Bolton settlement area expansion and the ROPA 30 process since 2012 and will be brought into the Rural Service Centre Boundary through the Region’s MCR for 2041/2051 growth. **Figure 9: Excerpt from Region of Peel Official Plan Schedule ‘D’ Per ROPA 30** identifies the Macville Community lands in the context of Schedule D (Regional Structure) Plan in the Region of Peel Official Plan, updated pursuant to the approval of ROPA 30.



**FIGURE 9  
EXCERPT FROM REGION OF PEEL  
OFFICIAL PLAN SCHEDULE 'D'  
(REGIONAL STRUCTURE) PER ROPA 30**

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

 Subject Lands



Scale NTS  
January 20, 2021

It is noted in the Agricultural Impact Assessment (Colville Consulting, June 2014) and the Region of Peel's Assessment of Agricultural Requirements and Evaluation of Options (June 6, 2016) which were both prepared in connection with ROPA 30, that "*none of the (BRES) options fully avoid impacts to designated Prime Agricultural Areas or to prime agricultural lands. With respect to agricultural criteria, taking into consideration all of the agricultural factors and relative differences among options, no one option is strongly preferred over the other options*". This demonstrates that there are no reasonable alternatives for a settlement area expansion to Bolton that would avoid prime agricultural areas due to the fact all the other options for settlement area expansion are also within the prime agricultural area and have direct and indirect impacts to surrounding agricultural lands.

It is worthwhile to note that the Region of Peel has established the principle of contemplating lands that are currently within a Prime Agricultural Area for new urban growth, provided it is appropriate and logical from a planning perspective. The Macville Community lands are a logical choice for the expansion of Bolton and will serve to expand the settlement area boundaries to the north and west.

#### *"3.4.1 Water Resources Objectives*

*3.4.1.1 To protect, maintain and enhance the quantity and quality of water resources for the supply of potable water and maintenance of ecosystem integrity in Peel.*

*3.4.1.2 To eliminate or minimize negative potential land use impacts on headwater recharge and discharge areas, groundwater aquifers, producing wells, stream base flow, surface water, downstream aquatic systems and related natural systems."*

#### *"3.4.2 Water Resources Policies*

*3.4.2.1 Protect, maintain and enhance the quality and quantity of water resources, including surface and groundwater systems, hydrologic functions, and related natural systems, features and areas including their linkages and related functions, jointly with the area municipalities, conservation authorities and other related agencies.*

*3.4.2.2 Initiate, promote and support efforts to further identify, study, analyze and monitor water resources, jointly with the area municipalities, conservation authorities and other related agencies to ensure water quantity and quality meet provincial and regional standards."*

The drainage features on the Subject Lands are within the West Humber River and Main Humber River watershed. It has been confirmed in the CEISMP that all hydrologic features on the Macville lands are characterized as headwater drainage features (HDFs) as opposed to watercourses. In the

CEISMP, HDFs were assessed and management recommendations were prescribed based on the HDF Guidelines (2014). HDF's were assessed and divided into forty-three (43) reaches and based on the field data collected and historical data, sixteen (16) of the reaches are recommended for No Management, meaning they do not represent a constraint to the proposed development. It is noted in the CEISMP that HDF's assigned as Mitigation (a total of 13) will be removed and replicated through the proposed development, and those with No Management assigned to them will be removed. No development is proposed within any of the HDF's classified for Protection or Conservation management (a total of 14) (CEISMP per HDF Guidelines 2014).

*“3.5.1 Recreation Objectives*

*3.5.1.2 To promote a harmonious relationship between humans and the natural environment.*

*3.5.1.3 To support the area municipalities in their efforts to promote tourism opportunities.”*

The proposed Macville Community Secondary Plan area has strong ties to the identity and character of Caledon. The Plan seeks to establish healthy, walkable neighbourhoods, amenities within walking distance, active lifestyle through bike lanes, trails and pathways, park facilities and community programming. The community will contain a vibrant, well-functioning, attractive public realm which will encourage people to get outside. This includes the establishment of a mix of uses that will attract people throughout the day and evening, pedestrian-scaled spaces that are conducive to public gathering; and supporting the general concept of the notion of the neighbourhood street as an important social space.

The Secondary Plan area will be connected to surrounding areas through a comprehensive trail, path and bike lane network that will provide and promote active transportation and connectivity within each Macville district and neighbourhood and to surrounding areas. The open space system and natural environment within and surrounding the Secondary Plan area will contribute to the fullness of the recreational experience available in Bolton. Macville will be a healthy and vibrant community with a well-functioning, attractive public realm because of the opportunities a GO Station (MTSA) will bring as a catalyst for creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station. The community will also have an emphasis on a 'rails to trails' program that will facilitate recreation and which will bring more visitors to Bolton. This proposal supports the recreation objectives of the Region of Peel Official Plan.

*“3.6.1 Cultural Heritage Objectives*

*3.6.1.1 To identify, preserve and promote cultural heritage resources, including the material, cultural, archaeological and built heritage of the region, for present and future generations.”*



*“3.6.2 Cultural Heritage Policies*

*3.6.2.3 Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Citizenship, Culture and Recreation's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.*

*3.6.2.5 Direct the area municipalities to require, in their official plans, that the proponents of development proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address the Region's objectives with respect to cultural heritage resources.*

As noted earlier in this report, Archaeological Services Inc. (ASI) has completed a Stage 1 Archaeological Assessment of the Macville Community lands (August, 2020). This Stage 1 Assessment updates and expands upon the previous research ASI undertook in 2014 for these lands on behalf of the Town of Caledon. The Stage 1 Archaeological Assessment (August, 2020) has resulted in the determination that approximately 97% of the study area is found to contain the potential for the presence of both Indigenous and Euro- Canadian archaeological resources. As such, Stage 2 Archaeological Assessments will be undertaken in connection with any future Draft Plan of Subdivision proposal or other development.

As well, Indigenous communities have been engaged for information on possible traditional use areas and sacred and other sites on or around the property and to determine their interests in the archaeological sites and the Subject Lands in general. Specifically, because the study area for the Macville Community is within the traditional lands of the Conseil de la Nation Huronne-Wendat, the Mississaugas of the Credit First Nation and the Six Nations of the Grand River, an engagement process is being undertaken with these communities.

As well, as noted earlier in this report, a Cultural Heritage Resources Assessment Review (GSAI, November 2020) was prepared in connection with the Macville Secondary Plan submission and this identifies all additions to the Town's Heritage Listing inventory within the Macville Community lands and within a 1 km radius of the Macville Community lands since 2014. The Review concluded that there are two properties within the Macville Community lands that are now Listed on the Town's Heritage Registrar (7640 King Street and 14275 The Gore Road) and concluded that seven properties located within the 1 km radius of the Macville Community lands had recently been added to the Town's Heritage Registrar. The two properties that are now Listed are proposed sensitively integrated into the planning and design of the Macville community through an adaptive re-use option .

The Region of Peel Official Plan contains policies related to population, household and employment forecasts and related provincial policy directions.

*“4.2.1 Population and Employment Forecasts Objectives*

*4.2.1.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.”*

The Macville Community Secondary Plan assists the Region of Peel in achieving the 2031 growth forecasts pursuant to the 2006 Growth Plan and also contributes towards the Region’s achievement of the most recent Amendment No. 1 (2020) to the Growth Plan which provides new 2041 and 2051 growth allocations for Peel Region.

*“5.1.2 Regional Structure: Goal*

*To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.*

Bolton is a Rural Service Centre within the Region’s Rural System, as shown on **Figure 9: Excerpt from Region of Peel Official Plan Schedule ‘D’**. The eastern portion of Macville is within the 2031 Rural Settlement Centre Boundary for Bolton and the western portion of Macville will be brought into the 2041/2051 Rural Settlement boundary through the Region’s current MCR / Official Plan Review. The Rural System has diverse natural and rural landscapes, contains attractive and dynamic rural communities, and contributes toward the overall social qualities and economic vitality of the Region of Peel.

*“5.4.1 Rural System General Objectives*

*5.4.1.3 To promote healthy rural communities that collectively contain living, working and recreational opportunities, and respect the natural environment and resources.*

*5.4.1.4 To maintain and enhance the quality of the Rural System while allowing choices in alternative rural lifestyles.*

.....

*5.4.2 Rural System General Policies*

*5.4.2.2 Direct growth within the Rural System generally to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule D, and to other rural settlements as designated in the applicable area municipal official plans, the Niagara Escarpment Plan and the Greenbelt Plan.”*

The Macville Community Secondary Plan is supported by the General Objectives and Policies of the Rural System. The development will conserve ecological features on the Subject Lands and will be designed to integrate into and enhance the existing Rural Service Centre of Bolton. The development will consist of a vibrant and connected new community in the Town of Caledon which will be planned to consist of residential land uses with supportive mixed uses, anchored by a future GO Transit Hub at the east limit of the Plan Area.

*5.4.2.9 Direct the area municipalities to consider incorporating policies with respect to minimum distance separation formulae, as appropriate, within the Rural System.”*

An Agricultural Impact Assessment and a review of MDS I setback requirements was completed by the Town of Caledon in 2014 in conjunction with their ROPA Application to include the Macville lands within the Bolton Rural Service Centre, and this information was updated by the Region of Peel in 2016 as a component of the Bolton ROPA 30 planning process. MDS setbacks were again reviewed and updated in 2020 by the Town, Region and Option 3 Landowners Group in anticipation of an Agricultural Phase to the anticipated LPAT Hearing of ROPA 30. This latest work was completed in accordance with OMAFRA’s revised Minimum Distance Separation (MDS) Document, Publication 853 to determine whether expansion options comply with the MDS formulae. The eastern portion of the Macville lands (per ROPA 30) contains one minor MDS setback encroachment from the Westlake Farm to the north. As a result, a policy is included in ROPA 30 to implement restrictions within the MDS setback encroachment area to ensure compliance with the MDS formulae. As well, there is one MDS setback encroachment within the western portion of the Macville lands from Sprucelayne Farm to the north and it is anticipated that through the Region’s MCR work, similar policy directives will be included to implement restrictions within the MDS setback encroachment area to ensure compliance with the MDS formulae.

Further, a policy has been proposed within the Macville Community Secondary Plan to recognize the MDS arcs that exist along the northern limit of Macville and to restrict growth in this area until the MDS arcs are no longer required, as follows:

*7.16.18 PROVINCIAL MINIMUM DISTANCE SEPARATION*

*7.16.18.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setbacks (the MDS Setback Area) for 2 farms just north of the Macville Plan Area, extends into the Plan Area.*

*7.16.18.2 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the MDS Setback Area as calculated by the application of the MDS formula, the Town shall be satisfied that the MDS Setback Area is no longer required.*

Policy direction is included in ROPA 30 and will be included in the future Regional Official Plan through the MCR Review, and will also be included in the Macville Community Secondary Plan to require the implementation of MDS restrictions, until no longer necessary.

*“5.4.3.1 Rural Service Centres - Objectives*

*5.4.3.1.1 To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*

*5.4.3.1.2 To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*

*5.4.3.1.5 To establish healthy complete communities that contain, living, working and recreational activities, which respect the natural environment, resources and characteristics of existing communities and services.”*

The Macville Community Secondary Plan will assist the Region in achieving these objectives, particularly through the development of a complete community that will contain a mix of residential densities and built forms, a mix of uses, recreational activities and a range of active and transit-related transportation options.

*“5.4.3.2 Rural Service Centres – Policies*

*5.4.3.2.1 Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, employment, commercial, recreational and institutional land uses and community services to those living and working in the Rural System.”*

*5.4.3.2.4 Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following:*

- a) the intended role, function and distinct character of each Rural Service Centre*
- b) the population and employment forecasts for the year 2031;*
- c) the Regional greenfield density and intensification targets;*

*5.4.3.2.5 Direct the Town of Caledon, in cooperation with the Region, to prepare growth management and phasing strategies for the three Rural Service Centres and incorporate these strategies into its Official Plan. These growth management and phasing strategies will address and incorporate issues such as the timing and efficient provision and financing of necessary*

*services, fiscal, impacts for the Region and the Town, staged build out and logical extensions to development and the sustainable rate of employment growth in relation to population growth.”*

Macville is an expansion to the Bolton Rural Service Centre and will achieve the Region’s policy directives to provide a range and mix of land uses and community services to Bolton and Peel. As well, the Macville Community Secondary Plan will prescribe all necessary policy directives that the Town of Caledon must ensure are included for the Bolton Rural Service Centre and, particularly, for this Secondary Plan Area.

*“5.4.3.2.7 The Region of Peel will study and consider future growth through a municipal comprehensive review, which will examine the need and most appropriate location for an expansion across the Region, including, but not limited to, the following locations:*

*b) Generally, the area surrounding the Bolton Rural Service Centre including the lands previously considered as part of the Bolton Residential Expansion Study as shown on Schedule D and designated in the legend as “Areas Assessed in the Bolton Residential Expansion Study”.*

*Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.”*

**Figure 9: Excerpt from Region of Peel Official Plan Schedule D** depicts the above noted “Areas Assessed in the Bolton Residential Expansion Study” pursuant to ROPA 30 (in green dotted line) and includes the western portion of Macville. Accordingly, as noted earlier in this report, the western portion of Macville is anticipated to be included within the limits of Bolton Rural Service Centre through the 2041/205 Regional MCR which is underway currently.

For the eastern portion of Macville which is currently within the Bolton Rural Service Centre pursuant to ROPA 30, the following policies apply (pursuant to ROPA 30):

*“5.4.3.2.9 Bolton Residential Expansion Settlement Area 2031*

*5.4.3.2.9.1 In addition to the policies in this Plan that govern the Region’s Rural System, it is the policy of Regional Council to require the Town of Caledon to conform to the following policies:*

***Phasing of Development, Staging of Regional Infrastructure and Financial Agreements***

- a) *In accordance with Section 5.4.3.2.5 and prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to the Region's satisfaction that provides for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.*
  
- b) *In accordance with Section 7.8.2.12 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a financial and implementation plan to the Region's satisfaction that includes the execution of any financial agreements for the provision of Regional infrastructure. This may require front-end financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the development, consistent with a phasing plan.*
  
- c) *In implementing a) and b) above, more than one local official plan amendment and/or secondary plan may be considered, in which case the Region may provide for an area to address the above requirements independently. Where an area is to be serviced, the Region may require limitations to be placed on development and servicing of an area, or a portion of an area, consistent with a phasing plan.*

As noted in the FSR (Appendix 9 RJB memo), considerations for the infrastructure necessary to service Macville has been examined on an interim, nominal and oversized basis. The Interim scenario examines the provision of trunk water and sanitary services necessary to service an initial phase of 60 ha within Macville without the need for the elevated storage tank within the new Zone 7 water system. The Nominal scenario examines provision of water (including the elevated tank) and sanitary services necessary to service all of Macville, as well as the Rounding Out Areas and also addresses water pressure deficiencies that currently exist for residents in the northern portion of the Pressure Zone 6. The Oversized scenario examines the provision of water and sanitary services necessary to service all of Macville, in addition to future development lands to the north and west within Pressure Zone 7, as well as lands to the east (including the Rounding Out Areas) and the south (future development of lands known as BRES option 4 and 5).

In this Appendix of the FSR, cost estimates were prepared on a total capital cost basis. It is concluded that the Oversized scenario for servicing of the Macville lands effectively addresses water pressure issues for existing residents in the upper limit of Zone 6, allows for future development of lands to the east and south without creating additional water pressure issues within existing Zone 6, and allows for future servicing of Whitebelt lands beyond Macville in the foreseeable future. Financing of the selected servicing scenario for Macville will be addressed as the Secondary Plan advances for Macville and as the Region's 2041/2051 MCR advances with additional Greenfield lands being added to Bolton to facilitate new growth to meet the Growth Plan.

### ***“Transportation***

- d) *Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will plan for a range of transportation options including transit service, active transportation, and carpooling.*

The Transportation Study (BA Group, 2021) provides a transportation perspective on the work that has been undertaken to develop this community, as well as a preliminary assessment of the impact of this development on the surrounding road network and the need for transportation network improvements to support the development. In essence, the design of this community will be undertaken in a manner that promotes multi-modal, sustainable transportation that is not just focused on the future GO station, but leverages the opportunity to develop it as a key transportation hub servicing the broader Bolton, Caledon and north east Brampton areas. As outlined in the Transportation Study, Macville will support transit, and will integrate into the design of the entire community opportunities for alternative modes of transportation, encouragement of alternative transportation behaviours, encouragement of clean transportation technologies, and new and advanced technologies that promote this.

### ***“Affordable Housing Assessment***

- e) *Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare an affordable housing assessment in consultation with the Region in order to include policies for the provision of affordable housing. The affordable housing assessment shall address:*
- i) Contribution towards the achievement of Regional new housing unit targets;*
  - ii) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and,*

*iii) Identification and conveyance strategy for affordable housing, in consultation with the Region of Peel.*

With the recognized community-wide importance of the Caledon GO Station, the Macville lands offer an opportunity to establish elements for a community that create an innovative, pedestrian friendly, transit-oriented community with mixed-uses and a variety of housing types and densities, including affordable housing, and amenities which will be beneficial to all of Bolton and Caledon. The Macville lands promote land use densities and patterns that encourage affordable housing options within a complete community because of the lands' uniquely close proximity to the future GO station and the mobility hub nucleus that will ultimately evolve. A mix of uses will be provided, including residential, institutional, parks, and retail, and will focus amenities in strategic areas within walking distance to facilitate active transportation and, ultimately, support a more compact urban form and affordable housing opportunities. With such a wide range and mix of housing types and sizes being contemplated for Macville, residents of various life stages and economic positions will be given the opportunity to reside within, and enjoy, Macville.

***“Healthy Communities and the Built Environment***

- f) The Town of Caledon will conduct a health assessment of the secondary plan that implements the settlement area boundary in consultation with the Region, and that results are reported to Town Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework.*
- g) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any development, and that results are reported to Town Council in consultation with the Region. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework.*
- h) Integrate the Region of Peel's Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.*
- i) The Region and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.*



A Healthy Community Assessment (HCA) has been prepared by Nak Design Strategies (2021) and is submitted in support of the local Official Plan process to create the Macville Community Secondary Plan for the Subject Lands. In accordance with Region of Peel requirements, the HCA serves as a tool for the Region to assess the contribution of the Secondary Plan to the health promoting potential of the community. The Region's *User Guide for a Healthy Development Assessment* was reviewed through the preparation of the HCA, which defines a healthy and complete community as *compact, pedestrian-friendly, and transit-supportive; contains a mix of uses that support daily living; and enables physical activity through active transportation*. The Macville Community succeeds in promoting these goals and therefore meets and exceeds the Region's objectives for a healthy development. As well, the Secondary Plan includes policy directives aimed at requiring the completion of a Health Assessment for all individual development applications within the Secondary Planning Area (Policy Section 7.16.19 in the Secondary Plan).

***“Natural Heritage***

- j) *Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to the Region, the Town of Caledon and the Toronto and Region Conservation Authority, in consultation with relevant agencies.*
- k) *The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.*
- l) *Minor refinements to the boundary of the community may be incorporated in the local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 245 hectares of developable lands are included.*

Beacon Environmental Limited (Beacon), in collaboration with Urbantech Consulting and DS Consultants Inc. have prepared a Comprehensive Environmental Impact Study and Management Plan (CEISMP) (2021) in support of the proposed Secondary Plan for the Macville Community.

The CEISMP summarizes the findings of detailed biophysical investigations and analyses that have been undertaken for the Subject Lands to characterize the environment, identify constraints and opportunities to future development, as well as the environmental management systems that will be required to support future development while enhancing the environment and local natural heritage system. The information presented in the CEISMP was used to guide the design and policy directives for the Macville Community Secondary Plan.

### ***Agriculture***

- m) Prior to the Town of Caledon adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will prepare an agricultural impact assessment (AIA) to be completed in accordance with terms of reference prepared to the satisfaction of the Region and Town of Caledon, in consultation with relevant agencies. The AIA will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the AIA shall be incorporated into the Town of Caledon Official Plan and Secondary Plan, as appropriate, and will include policies, at a minimum, that will:
  - i) Identify through mapping any Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Bolton Residential Expansion Settlement Area;*
  - ii) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Bolton Residential Expansion Settlement Area Secondary Plan;*
  - iii) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula; and,*
  - iv) Promote land use compatibility where agricultural uses and non-agricultural uses interface.**

*v) Require mitigation of potential impacts of development on surrounding agricultural operations and land to the extent feasible.*

As noted earlier in this report, an Agricultural Impact Assessment, including a review of MDS I setback requirements was completed by the Town of Caledon in 2014 in conjunction with their ROPA Application to include the Macville lands within the Bolton Rural Service Centre, and this information was updated by the Region of Peel in 2016 as a component of the Bolton ROPA 30 planning process. MDS setbacks were again reviewed and updated in 2020 by the Town, Region and Option 3 Landowners Group in anticipation of an Agricultural Phase to the anticipated LPAT Hearing of ROPA 30. This latest work was completed in accordance with OMAFRA's revised Minimum Distance Separation (MDS) Document, Publication 853 to determine whether expansion options comply with the MDS formulae. Two MDS arcs currently encroach into the northern limit of Macville and accordingly, a policy has been proposed within the Macville Community Secondary Plan (Sec. 7.16.18) to recognize the MDS arcs that exist along the northern limit of Macville and to restrict growth in this area until the MDS arcs are no longer required, as noted earlier.

The Macville Secondary Plan will contribute to the development of the Bolton Rural Service Centre and will be a complete community by introducing an appropriate mix of jobs, employment lands, local services, housing, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. Further, the provision of Regional infrastructure will be staged and financed in a manner that is consistent with the financial management and capabilities of the Region. As well, health considerations are being included in the Secondary Plan planning process to facilitate physical activity through active transportation to optimize the health promoting potential of the community.

*"5.5.2 Growth Management – General Policies*

*It is the policy of Regional Council to:*

*5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, 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 public open space and easy access to retail and services.*

*5.5.2.3 Direct compact, transit-supportive communities in designated greenfield areas."*

Macville represents greenfield development that contributes to the establishment and enhancement of complete communities and supports sustainable transportation and provides public open space and a mix of uses, as directed by the policies of the Regional Official Plan.

5.5.4.2 *Greenfield Density - Policies*

- 5.5.4.2.1 *Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan.*
- 5.5.4.2.2 *Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:*  
...  
*Town of Caledon: 42 residents and jobs combined per hectare.”*
- 5.5.4.2.5 *Encourage the area municipalities to require development around major transit station areas within the designated greenfield area to achieve a minimum density of 100 residents and jobs combined per hectare.*
- 5.5.4.2.6 *Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.*

It is anticipated that Macville will achieve an overall density of **103 p&j/ha**. This is based on the layout and proposed number of units in the Preliminary Framework Plan (**Figure 7**). Further, it is anticipated that the Macville Community will achieve and exceed the minimum density target of 150 people and jobs per hectare for lands within 800 m of the Caledon MTSA. Specifically, the actual planned density within the portion of the 800 m radius of the GO Station within Macville (pursuant to the Preliminary Framework Plan) is **149 p&j/ha**. As well, the balance of Macville (beyond the 800 m radius of the GO Station) is planned to achieve a density of **63.8 p&j/ha**, pursuant to Growth Plan policy directives for Peel. These densities are supportive of a complete community and are consistent with the directives set out in the Growth Plan and in the Region of Peel Official Plan.

Macville will consist of compact, efficient, mixed use development and will encompass a complete community by providing an appropriate range and mix of diverse housing and land uses and by efficiently using land and infrastructure.

5.8.2 *Housing – Policies*

*It is the policy of Regional Council to:*

- 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*

*5.8.2.6 Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

Macville will succeed in providing a full range of housing needs, including achieving a supply of accessible, affordable and appropriate housing of all types, sizes, densities and tenures to meet the existing and projected housing market requirements for Caledon.

*“5.8.3.1 Supply of Affordable Housing - Objective*

*5.8.3.1.1 To increase the supply of affordable rental and affordable ownership housing.*

The development of Macville will include an appropriate range of housing types which will include a supply of affordable, accessible and adequate housing to meet the requirements of current and future residents. Given the range of densities, building types and built forms proposed within Macville, it is anticipated that there will be a wide range of housing at a wide range of affordability (and life-stage) levels.

*5.8.5 Energy Efficient Housing*

*5.8.5.1 Objective*

*5.8.5.1.1 To promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential development.*

*5.8.5.2 Policies*

*It is the policy of Regional Council to:*

*5.8.5.2.1 Identify and promote, in collaboration with the area municipalities, energy and water efficient technologies in new residential development, redevelopment, and intensification to the development industry.”*

During the development of specific Plans of Subdivision and developments within Macville, there will be opportunity to explore the viability of the developments for sustainable improvements. In particular, evaluations can be undertaken at detailed design stages to confirm if design standards will include green initiatives and whether opportunities will be presented to assess reduced water consumption by fixture specification and grey water systems.

Section 5.9 of the Regional Official Plan contains policy directives related to the transportation system in Peel. This system is comprised of a network of freeways, major roads, local roads, public transit systems, airports, rail lines, sidewalks, bikeways, trails and transportation services that serve the communities in Peel and beyond. The transportation system is intended to accommodate current and projected travel demands and accordingly, planning for the transportation system must be undertaken concurrently with land use planning. The following policy directives will assist Macville in achieving a transportation system which considers all modes of travel and promotes efficient and diverse movement of people and goods.

*“5.9.2 General Policies*

*It is the policy of Regional Council to:*

- 5.9.2.1 *Minimize adverse social, environmental, health and resource impacts when developing and planning for transportation facilities, by ensuring consistency with the objectives and policies in the Plan.*
- 5.9.2.2 *Work with the Province, area municipalities and adjacent municipalities to provide transportation systems that:*
- a) are safe, sustainable and energy efficient;*
  - b) facilitate the movement of people and goods;*
  - c) offer travellers a variety of mobility choices;*
  - d) address projected needs; and*
  - e) encourage the most financially and environmentally appropriate mode for trip-making.*
- 5.9.2.3 *Work with the Province and area municipalities to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process.*

Ensuring efficient and convenient transportation options are provided to and from Macville, and within Macville, are fundamental components of the transportation and sustainability strategy for the Secondary Plan Area. In fact, the development of the Macville Preliminary Framework Plan (**Figure 7**) reflects primary consideration for the fundamental link between transportation planning and land use planning. With a comprehensive local transit network connected to the Regional GO Transit linkages, Macville is ideally situated to bring residents, employees, and visitors within easy reach of local and regional destinations. As noted in the Urban and Architectural Design Guidelines (Nak, 2021) and the Transportation Study (BA Group, 2021), the transportation system for Macville will be designed to encourage a shift away from Single Occupant Vehicle (SOV) travel, and to embrace multi-modal transportation options with an emphasis on transit and active transportation. This will reduce vehicle trip generation, reduce traffic delays, alleviate congestion, and improve energy consumption and emissions. Beyond traditional bus transit methods, new

technologies and initiatives present alternative options that focus on first and last mile issues and which have recently emerged as real considerations for new community development. These include micro transit options, such as community shuttles, shared private services (UberPool or Lyft), and potentially autonomous vehicle services.

It is noted in the Urban and Architectural Design Guidelines (Nak, 2021) that the GO Station Area, the Regional Transportation Network, the Community Transportation Network and the Districts and Neighbourhoods are among the primary structuring elements behind the Preliminary Framework Plan (Urban and Architectural Design Guidelines, Nak 2021). The Preliminary Framework Plan enhances connectivity within and throughout Macville through a comprehensive trail, path and bike lane network and through an integrated transit system, including active transportation options and micro-transit options, with GO Transit linkages on a regional scale. Further, the community has been designed to address the local road and built form layout and opportunity exists for alternative layout options for the road network, the development blocks and the built form in the implementing various draft plans of subdivisions and/or site plans.

#### *6.4.2 Water and Wastewater Services Policies*

*6.4.2.1 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provisions of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.*

*6.4.2.2 Ensure that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft plan approval, that servicing is or will be available.*

The FSR prepared by Urbantech (2021) outlines how the Macville Community will be serviced. Specifically, the report outlines that Macville Community is tributary to the South Peel Wastewater System and that the proposed sanitary sewer infrastructure within Macville was designed according to the Region of Peel's Sanitary Sewer Design Criteria (July 2009). The proposed conveyance system for the sanitary flow from the Macville lands include proposed connections to the existing sanitary sewer on King Street, and then to the existing 525mm trunk sewer on Coleraine Drive via local roads. Sanitary flow is treated ultimately at the G.E. Booth Wastewater Treatment Plant.

With respect to water, the FSR notes that the Macville lands are generally outside of the range of elevations associated with Pressure Zone 6 of the existing water distribution infrastructure in Bolton. As such, ultimate development of Macville lands will ultimately require the addition of Pressure Zone 7. Previous studies completed in support of BRES identified a new Zone 7 booster

pumping station at King Street and Coleraine Drive. Ultimately, floating storage is proposed in the form of an elevated tank (ET) to provide storage for flow equalization, fire demands and emergencies. The ET is to be situated in the vicinity of the northwest corner of Macville. It is confirmed that a new pressure Zone 7 with an elevated tower would adequately service all of the Macville lands, as well as address existing operating pressure issues for some existing residents on Pressure Zone 6.

*“7.4 Healthy Communities and the Built Environment (ROPA 27)*

*The Region of Peel is committed to creating pedestrian, cyclist and transit supportive infrastructure, which are key components of a healthy community...The outcomes of a healthy community are increased rates of active transportation, improved air quality and greater social connectivity. Resources to support the planning of healthy communities will include Provincial guidelines and other relevant documents.*

*Healthy communities are impacted by the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics, and Efficient Parking. Health assessments take such elements into consideration when determining the health promoting potential of a community.*

*Health assessments will be incorporated into the development and review process. To achieve this, the Region will partner with area municipalities and engage development stakeholders to:*

- *Identify appropriate health assessment tools*
- *Operationalize the implementation of such tools, including relevance assessments*
- *Monitor, evaluate and report on assessment results*

Healthy and age-friendly built environments contribute to active and healthy communities and Regional Official Plan policies related to health and the built environment, and age-friendly planning to support active and healthy communities, including community connectivity and providing for trails and linkages are integral components to any complete community. Pursuant to these policies, a Healthy Community Assessment (HCA) has been undertaken by NAK Design Strategies (2021) as part of this LOPA Secondary Plan submission.

Macville will encompass the development and creation of a healthy community through a diverse built environment which optimizes the health promoting potential of the area through compact development, a mix of land uses and residential built forms, and through a range of active transportation and transit options.

*7.4.1 Objective*

*To create built environments that facilitate physical activity and optimize the health promoting potential of communities.*



#### *7.4.2 Policies*

*It is the policy of Regional Council to:*

*7.4.2.5 Direct the area municipalities to incorporate a policy in their respective official plans to require a health assessment, in accordance with the Healthy Development Framework, as part of a complete application for planning and development proposals. The area municipalities should require proposals to address the results of the health assessment by working towards achieving minimum requirements and to contribute to healthy communities.*

*7.4.2.6 Require a health assessment, in accordance with the Healthy Development Framework, to be completed to the satisfaction of the area municipalities for planning and development proposals and that results are reported to local council in consultation with the Region.”*

Macville offers some unique healthy community opportunities in light of its unique location within Bolton and in close proximity to the Caledon/Bolton MTSA. The Healthy Community Assessment (HCA) completed by Nak Design Strategies (2021) demonstrates that the Macville Secondary Plan Area succeeds in integrating elements of an active community through the provision of a strong pedestrian realm including a connected system of pedestrian sidewalks and trails, providing people of all ages, culture and abilities with access to key community amenities, including parks and open spaces, schools, and mixed use areas. As well, the Plan Area establishes a hierarchy of park spaces with flexible design and innovative programming options catered to the neighbourhood character. Through the Plan design, a multi-modal central character avenue has been created which connects the entire community to the station hub with an attractive, high quality streetscape and built form design. The community is walkable, with pedestrian-scaled neighbourhoods with amenities, schools, mixed uses and transit stops within walking distance and has a safe, comprehensive path and trail system that links with the broader Caledon network. Macville will undeniably contribute to the sustainability of Bolton for the long term by providing additional population and a mix of uses which will enhance the community’s vibrancy.

Through this review of relevant sections of the Region of Peel Official Plan, it is clear that the Macville Community Secondary Plan will be planned and developed in accordance with the Regional goals, objectives and policies. In fact, it is anticipated that this community development will significantly assist in the achievement of many Regional goals and objectives and in the implementation of many Regional policies.

## 7.4 TOWN OF CALEDON OFFICIAL PLAN (Office Consolidation – April 2018)

The Official Plan for the Town of Caledon contains specific objectives and policies for various matters and lands, and further implements provincial and regional policies contained in the Provincial Policy Statement, the Growth Plan and the Region of Peel Official Plan. This planning justification report reviews the April 2018 Office Consolidation of the Town of Caledon Official Plan, and assesses the Official Plan objectives and policies to determine and verify conformity and support for the Macville Community Secondary Plan.

To the extent that planning justification commentary has already been provided in this report related to certain issues, that commentary will not be repeated in this section. Where conformity and support are obvious, only the extract from the Plan will be provided.

### “2.2.1 Principles

*Within the context described in the introduction it is the intention of the Town to exercise its responsibility for land use regulation, the provision of infrastructure and the delivery of services in a manner consistent with achieving a balance between the following principles:*

- b) *That the Town will seek to improve the health and well-being of residents, employees, landowners and businesses by fostering the development of communities where individuals can pursue diverse goals for personal development and where individual needs for employment, learning, culture, recreation, physical and social well-being can be satisfied.*
- c) *That the Town will seek to achieve fiscal sustainability by protecting, expanding and diversifying the Town’s employment and assessment base and balancing service standards, service demands, and growth in assessment within a regime of local municipal tax rates and user charges that are acceptable to the Town’s taxpayers.”*

### “2.2.2 Strategic Direction

#### b) *Settlement Patterns*

*A hierarchy of settlement areas will be maintained as the focus for future growth, and growth will be managed so that the majority of new residential and employment development will be concentrated in the Rural Service Centre settlements of Mayfield West, Bolton and Caledon East.*

*Building on the established settlement pattern reinforces the concept of Caledon continuing to be a community of communities and is the pattern of community development that best provides residents with convenient access to opportunities for employment, learning, culture, recreation, and physical and social well-being...”*

The Town’s Official Plan contains growth management policies that implement a tri-nodal growth concept based on focusing the majority of growth in the Rural Service Centres of Bolton, Caledon East and Mayfield West. ROPA 30 was the last ROPA needed to fully implement the 2031 Growth Plan forecasts. ROPA 30 facilitated an expansion to the Bolton Rural Service Centre, including the eastern portion of the Macville lands. As well, the Region is currently undertaking the 2041/2051 MCR which will have the effect of further expanding the Bolton Rural Service Centre to include the western portion of Macville (among other lands) to implement the Region’s 2041 and 2051 forecasts.

### *“2.2.3 Goals*

- To establish a growth pattern for the Town, including rates and location of population and employment growth that maximizes the overall quality of life for Caledon’s residents.*
- To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability.*
- To provide residents with a quality of community life that provides access to community based services in a manner that best responds to the need for employment, learning, shopping, culture, recreation and social opportunities.*
- To provide residents with an open space system which promotes a diversity of recreational and leisure opportunities.*
- To achieve a mix and range of housing that responds to the needs of the community.”*

These Principles, Strategic Direction and particularly the Goals of the Town of Caledon Official Plan support the establishment of the Macville Secondary Plan Area since the proposed Secondary Plan will establish a growth pattern for the Town which supports the hierarchy of development and the tri-nodal growth concept, protects the natural environment, provides an open space and active transportation system which promotes a diversity of recreational and leisure opportunities, provides a range and mix of housing and land uses that responds to the needs of the community, and enhances residents’ overall quality of life.

The Town of Caledon is committed to implementing sustainable development patterns and sustainable urban design in order to create complete, compact and connected communities.

*“3.1.3.7.1 Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8.*

*The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations:*

- Integration of natural systems, features and functions into the design of the community in an ecologically compatible manner;*
- Preservation of existing trees and other significant vegetation;*
- Planting of native species on lands adjacent to the Town’s natural heritage and ecosystem components and other appropriate natural system enhancements*
- Promotion of active and passive recreation such as walking and cycling in an integrated trail network;*
- Providing access between residential and employment areas;*
- Public views of and, where appropriate, public access to natural features;*
- Landform conservation;*
- Appropriate protection and stewardship measures for greenways and/or watercourses;*
- Design opportunities to introduce links that connect different areas of the Town, parks, walkways and trails, for an integrated community;*
- Promotion of public transit and alternative forms of transportation which decrease automobile dependency;*

- *The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible parking for the physically challenged and universal design in housing”.*

The principles of sustainability are inherently imbedded in the Macville Community Secondary Plan. Natural systems, features and functions have been identified and will be protected and enhanced through the design and layout of the Secondary Plan. As well, active and passive recreation such as walking and cycling in an integrated trail network within the Plan Area and beyond the Plan Area have been considered, and the Plan’s design is primarily based on provision of a transit-oriented development due to its proximity to the Caledon MTSA.

*“3.1.3.9 Conservation of Water and Energy*

*The conservation of water and energy is essential to the sustainability of the Town. Past increases in Caledon’s population and economic growth have accelerated water and energy consumption. In view of the population and employment allocations for the Town to 2031, a renewed and vigorous commitment to the conservation of water and energy is essential to reduce the impact of growth on the natural environment while fostering the social, cultural and economic well-being of Caledon’s residents and communities. ...*

*3.1.3.9.1 The Town shall facilitate the conservation of water and energy through land use planning by exploring and implementing, as appropriate, progressive water and energy conservation, efficiency and re-use techniques through all levels of the development approvals process and through feasible innovative building designs.*

*3.1.3.9.2 The Town shall encourage proponents of new development to consider energy conservation measures derived by the planning and design for the orientation of streets and buildings to maximize exposure to the sun (passive solar energy), and green design for buildings.*

*3.1.3.9.3 The Town shall encourage proponents of new development to explore innovative land use patterns, building standards, transportation systems and urban design that will significantly reduce the overall demand for energy.*

*3.1.3.9.4 Proponents of new development shall be encouraged to minimize the percentage of impervious surfaces as well as adopt Low Impact Development (LID) or similar standards so as to reduce rates of surface water flow and run-off.”*

The Macville Community Secondary Plan will explore and consider opportunities to ensure the Plan Area provides opportunities for sustainable improvements. The FSR outlines that the Macville development will utilize the use of LID stormwater management measures that reduce

the amount of runoff by increasing on site retention, infiltration and evapotranspiration, and generally improve the overall SWM performance. The use of LIDs in a “treatment-train” approach has long been endorsed by the TRCA and CVC. The LID measures most feasible for application in the Macville Community Secondary Plan Area include downspout disconnection, additional topsoil depth, swales, infiltration facilities, rain gardens and rainwater harvesting.

As well, as noted in the CEISMP (Beacon et al., 2021) and in the FSR (Urbantech, 2021), no development will occur within a Valley and Stream Corridor with the exception of the enhancement of HDF reach WHT6-A, and the development design will ensure that the quality and quantity of the water entering these areas, as well as riparian buffers, are protected, maintained and enhanced and restored where appropriate as provided in this CEISMP. Further, the CEISMP confirms that the development design will ensure that the quality and quantity of groundwater recharge and discharge and the flow distribution of ground water are protected, maintained and enhanced and restored where appropriate. as provided in this CEISMP; and

*“3.1.3.10 Alternative and Renewable Energy Systems*

*The impact of human activities on the environment can be minimized through improved land use planning and efficient transportation which reduce energy use. Development and transportation patterns that promote dependence on the use of fossil fuel are unsustainable and contribute greatly to climate change. For this reason, the promotion, development and use of alternative and renewable energy systems are essential steps in conserving energy and reducing current dependence on non-renewable sources of energy.*

*3.1.3.10.3 The Town will work with proponents of new development and redevelopment projects to promote compact, mixed-use neighbourhood development patterns that incorporate and enhance opportunities for the use of alternative and renewable energy systems, where appropriate, such as passive and active solar energy, geothermal, wind power, district heating systems and new technologies as they become available and in accordance with the Green Energy Act*

The Macville Community promotes a healthy, livable, complete community and provides opportunity for alternative and renewable energy solutions, which may be implemented through individual Plans of Subdivision and/or Site Plan proposals throughout the Plan Area. Macville is uniquely planned to provide the best opportunity to provide convenient access to an appropriate mix of jobs, local services, full range of housing, and accessible community infrastructure including schools, recreation and open spaces, and offers convenient access to these areas as well as public transportation and provides options for safe, non-motorized travel. These are key components of complete, healthy communities which Macville successfully provides for. Further, Macville provides opportunity to utilize active transportation modes which make it easier for people to decrease their dependence on cars and in turn, reduce associated car emissions. As well, providing transit opportunities changes the modal split and will have the effect of reducing car

trips and emissions. There is documented support for the development of complete communities by incorporating a net-zero state by reducing energy consumption and decreasing greenhouse gas emissions and Macville provides a unique opportunity to achieve this.

### *“3.2 Ecosystem Planning and Management*

#### *3.2.1 Introduction*

*The sustained integrity of the natural environment in Caledon is essential to the continued social and economic well-being of the Town. Therefore, an ecosystem-based planning and management approach is required to guide the land use decision-making process. This approach must emphasize that development not only protect and steward ecosystems but also strive to enhance and restore ecosystems in an appropriate manner.*

#### *3.2.3.3 Environmental Impact Studies and Management Plans (EIS and MP)*

*Policies are required to provide consistent direction regarding environmental study requirements. The preparation of Environmental Impact Studies and Management Plans for development adjacent to EPA provides a mechanism for identifying how a proposal satisfies the Town’s ecosystem policies and performance measures. Specific policies with respect to EIS and MP requirements are contained in Sections 3.2.4, 3.2.5 and 5.7.3.7...”*

The CEISMP (Beacon et al.) provides thorough discussion related to the protection, maintenance and enhancement of ecosystem functions, processes, attributes and values pursuant to this section in the Caledon Official Plan. This includes discussion on groundwater quality and quantity, surface water quality and quantity, natural heritage features, connectivity, sustainability, and aesthetics related to the natural scenery of Bolton.

*3.2.4.6 All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.*

*3.2.4.8 Ecosystem components which are not currently designated EPA, and which are identified through more detailed environmental investigations and studies as warranting specific protection and management measures, may be excluded from development in order to satisfy the Town's environmental policies and performance measures. In such cases, these lands will generally be placed in an EPA designation, and shall be subject to the policies of Section 5.7...*

- 3.2.4.14 *The Town shall encourage innovative development patterns and techniques which support and strengthen the ecosystem goals, objectives, policies and performance measures contained in this Plan.*

Currently, Schedule A of the Town's Official Plan does not map any Environmental Policy Area (EPA) on the subject lands. One of the objectives of the CEISMP is to evaluate features that may qualify as components of the Regional Greenlands System and to identify which of these are to be included within the future EPA Land Use Designation within Macville and to demonstrate how the land use plan and preliminary framework plans accommodate the EPA. As noted in the CEISMP, a proposed natural heritage system was developed and has been identified as EPA on the Macville Community Land Use Plan and Preliminary Framework Plan. The natural heritage system is comprised of two blocks. The larger block is located on the southern portion of the Subject Lands and is comprised of existing wetlands and Headwater Drainage Features (HDFs). The smaller block located on the eastern portion the Subject Lands is represented by a proposed enhanced corridor/greenway system centred on Tributary WHT6. This corridor has been designed to consolidate several small isolated wetland features into a single contiguous wetland centred on a realigned tributary corridor. This natural heritage system is protected through the proposed EPA designation and will effectively mitigate most direct impacts through impact avoidance.

- 3.2.5.4.4 *Unevaluated wetlands shall be studied and evaluated through joint initiatives potentially involving the Town, the Conservation Authority, the Ministry of Natural Resources and Forestry, the Region of Peel, a development proponent or other appropriate parties.*
- 3.2.5.4.6 *Management and restoration of Wetland Core Areas, Other Wetlands and Wetland Adjacent Lands shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority and the Niagara Escarpment Plan, where applicable, and shall generally be implemented through an approved management plan.*

As noted in the CEISMP, the Macville lands are primarily agricultural. Natural features are limited to drainage features that represent the headwaters of the west and main branches of the Humber River. Associated with some of these drainage features are some small unevaluated wetland features. These drainage features and wetlands connect to similar features immediately downstream of the Study Area and function to provide some local scale connectivity, however connections to the broader regional and provincial NHS described above is limited due to lack of natural features and barriers to connectivity such as the CP rail line which effectively separates the Study Area from the Humber River valleylands.



The CESIMP confirms that based on the evaluation of the provincial, regional and local significance criteria pertaining to wetlands, the only significant wetland within the Study Area is the provincially significant wetland unit located to the east of the Subject Lands. All other wetlands in the Study Area, including within the Subject Lands, are not considered significant. Irrespective of their significance status, all wetlands are subject to Town's Environmental Performance Measures policies. Accordingly, the CEISMP demonstrates how the Macville Community Land Use Plan will demonstrate the creation of a complete, compact, livable, walkable, cyclable and transit-oriented community which integrates and protects the area's headwaters and wetlands into a natural heritage system.

3.2.5.5.3 *Management and restoration of ANSIs shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, and the Niagara Escarpment Plan, where applicable.*

As noted in the CEISMP, there are no Areas of Natural of Scientific Interest (ANSIs) associated with the Study Area.

3.2.5.6.3 *Management and restoration of ESAs shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any policies or guidelines established by the relevant Conservation Authority and the Niagara Escarpment Plan, where applicable.*

As noted in the CEISMP, there are no Environmental Significant Areas (ESAs) within the Study Area.

3.2.5.9.3 *Management and restoration of sites containing threatened and endangered species shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any policies or guidelines established by the Ministry of Natural Resources and Forestry and the Niagara Escarpment Plan, where applicable.*

The CEISMP confirms that there is habitat for provincially listed Species at Risk present on the Subject Lands. Where habitat exists for threatened or endangered species, such habitats are to be protected in accordance with the provisions of the Act and its regulations (Ontario Regulation 242/08). Specifically, three avian species breeding in the Study Area are listed as Threatened under the Endangered Species Act (2007), including: Barn Swallow, Bobolink and Eastern Meadowlark. As well, the CEISMP confirms the presence of habitat for Redside Dace, and several SAR Endangered bat species. The CEISMP addresses mitigation and planning to ensure these species and their habitats are protected or that disturbance is minimized and mitigated. It is confirmed that no development will occur within the habitat of a Threatened or Endangered species without Endangered Species Act permitting.

- 3.2.5.10.5 Restoration and enhancement of Fishery Resource Areas is encouraged. Where appropriate, a riparian habitat zone shall be maintained or established on lands abutting Fishery Resource Areas to the satisfaction of the Town, the Ministry of Natural Resources and Forestry, the relevant Conservation Authority, and the Niagara Escarpment Commission, where applicable.*

It is confirmed in the CEISMP that fish habitat is present on the Subject Lands. Specifically, based on the aquatic habitat characterization, fish community sampling results and HDFA work completed on the drainage features within the Study Area, it is noted in the CEISMP that the HDF reaches WHT1-A, WHT1-B and WHT6-A provide fish habitat while the other HDF's are dry outside the spring freshet indirectly support fish habitat. No development will occur within a Core Fishery Resource Area, and the potential indirect impacts to fish habitat will be mitigated by implementing a range of measures, as noted in the CEISMP.

- 3.2.5.11.4 Management and restoration of Wildlife Habitat shall adhere to the Town's ecosystem principles, goals, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority and the Niagara Escarpment Plan, where applicable, and shall generally be implemented through an approved management plan.*

Significant Wildlife Habitat (SWH) includes those natural areas, features, attributes and functions that represent the best examples of wildlife habitat within a municipality. Based on the application of the evaluation criteria contained in the Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study, it was determined in the CEISMP that the Subject Lands and Study Area could support seasonal wildlife concentration areas, specialized habitats for wildlife, habitat for species of conservation concern and animal movement corridors. It is noted that most of the areas identified as supporting potential candidate SWH are associated with natural features that will be protected. It is noted in the CEISMP that the Study Area could potentially contain Snake Hibernacula, Snapping Turtle and Monarch. While no snake observations have been reported from the Study Area to date, given the size of the Study Area and types of habitats present (ponds, wetlands, fields), it is highly likely that snakes hibernation sites are present. In summary, the Candidate SWH that has been identified through this CEISMP is limited to features that will ultimately form part of the future NHS. Habitat for Monarch as well as snake hibernacula could exist outside the NHS and for this reason, the CEISMP recommends that this be confirmed through further study at the draft plan stage, in addition to the recommend turtle basking and nesting surveys.

*“3.3 Cultural Heritage Conservation*

*3.3.2 Objectives*

*3.3.2.1 To identify and conserve the Town’s cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community.*

*3.3.3 Policies*

*3.3.3.1.11 Secondary Plans*

*In carrying out Secondary Plans or other forms of neighbourhood planning the Town shall ensure that cultural heritage resources are identified, evaluated, and conserved. This should normally be accomplished through the preparation and inclusion of a Cultural Heritage Planning Statement within the Secondary Planning or neighbourhood planning process.*

The Town of Caledon seeks to manage cultural heritage, built heritage and archaeological resources that are of historical, architectural and archaeological value. Archaeological Services Inc. (ASI) has completed a Stage 1 Archaeological Assessment of the Macville Community lands (August, 2020). This Stage 1 Assessment updates and expands upon the previous research ASI undertook in 2014 for these lands on behalf of the Town of Caledon. The Stage 1 Archaeological Assessment (August, 2020) has resulted in the determination that approximately 97% of the study area is found to contain the potential for the presence of both Indigenous and Euro- Canadian archaeological resources. As such, Stage 2 Archaeological Assessment, carried out in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries’ 2011 Standards and Guidelines for Consultant Archaeologists, will be undertaken in connection with any future Draft Plan of Subdivision proposal or other development.

As well, a Cultural Heritage Resources Assessment Review (GSAI, November 2020) was prepared in connection with the Macville Secondary Plan submission and this identifies all additions to the Town’s inventory within the Macville Community lands and within a 1 km radius of the Macville Community lands since the Town undertook a similar study in 2014. Since that original 2014 inventory was conducted, several properties have been added to the Heritage Registrar for the Town. The Review by GSAI (Nov 2020) concluded that there are two properties within the Macville Community lands that are now Listed on the Town’s Heritage Registrar (7640 King Street and 14275 The Gore Road) and concluded that seven properties located within the 1 km radius of the Macville Community lands had recently been added to the Town’s Heritage Registrar. These dwellings will be sensitively integrated into the Macville Community as development advances within the community.

The Town's Official Plan is based, in part, on the principle of fiscal sustainability. Fiscal sustainability is achieved by managing service level standards and tax levels, while endeavouring to realize forecast residential and employment population increases, as well as maintaining and enhancing the assessment base, all within an efficient pattern of development. The following policies are useful to review in this regard, as it relates to Macville:

- 3.4.3.5 *Individual developments requiring Official Plan Amendment, Rezoning, or Draft Plan of Subdivision approval shall be assessed utilizing a fiscal impact model designed to determine the net fiscal impact on the municipality, of each development, based on estimated assessment revenues and annual service costs. A fiscal impact analysis shall not be required for renovations or minor additions to existing industrial or commercial development, any application proposing ten or fewer residential dwelling units, nor to applications for new, or expansions of, gravel pits, pending the completion of the Caledon Community Resource Study.*

The Fiscal Impact Study (UrbanMetrics, 2021) prepared in support of the Macville Community Secondary Plan estimates the financial impact of the proposal and assesses the cost of new development on the Region and Town's existing and future taxpayers. The report confirms that the project will have a positive fiscal impact on the Town and Region. Specifically, the report concludes that Macville is expected to generate an annual revenue surplus for the Region of Peel and for the Town of Caledon. The operating surplus identified will provide the Town and Region with an opportunity to maintain and upgrade existing facilities or infrastructure without compromising current municipal and regional finances.

The Town recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population. The housing policies in the Official Plan reflect the unique nature of the Town's rural-based community as well as acknowledge the pressures of a transitioning urban landscape.

- “3.5.3.1 *In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner.*

- 3.5.3.5.1 *A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.”*

As already noted throughout this report, Macville will contain a broad mix of residential forms that will integrate well with public transit and the future transit hub. These lands represent a unique opportunity to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles and will provide a variety of housing options, including a variety of densities and built forms, for people of different ages and stages of life and income levels.

The Official Plan contains a section related to Town Structure and Growth Management which recognizes that the long term structure of the Town will be fundamentally influenced by Provincial Plans, including the Growth Plan. This section outlines a hierarchy of settlements to implement the Town's growth management strategy by defining the role and function of various types of settlements and allocating growth accordingly. Section 4.1.1.3 has policies related to Rural Service Centres, as follows:

*“4.1.1.3 General Policies*

*4.1.1.3.1 Development of settlements will take place within the following hierarchy:*

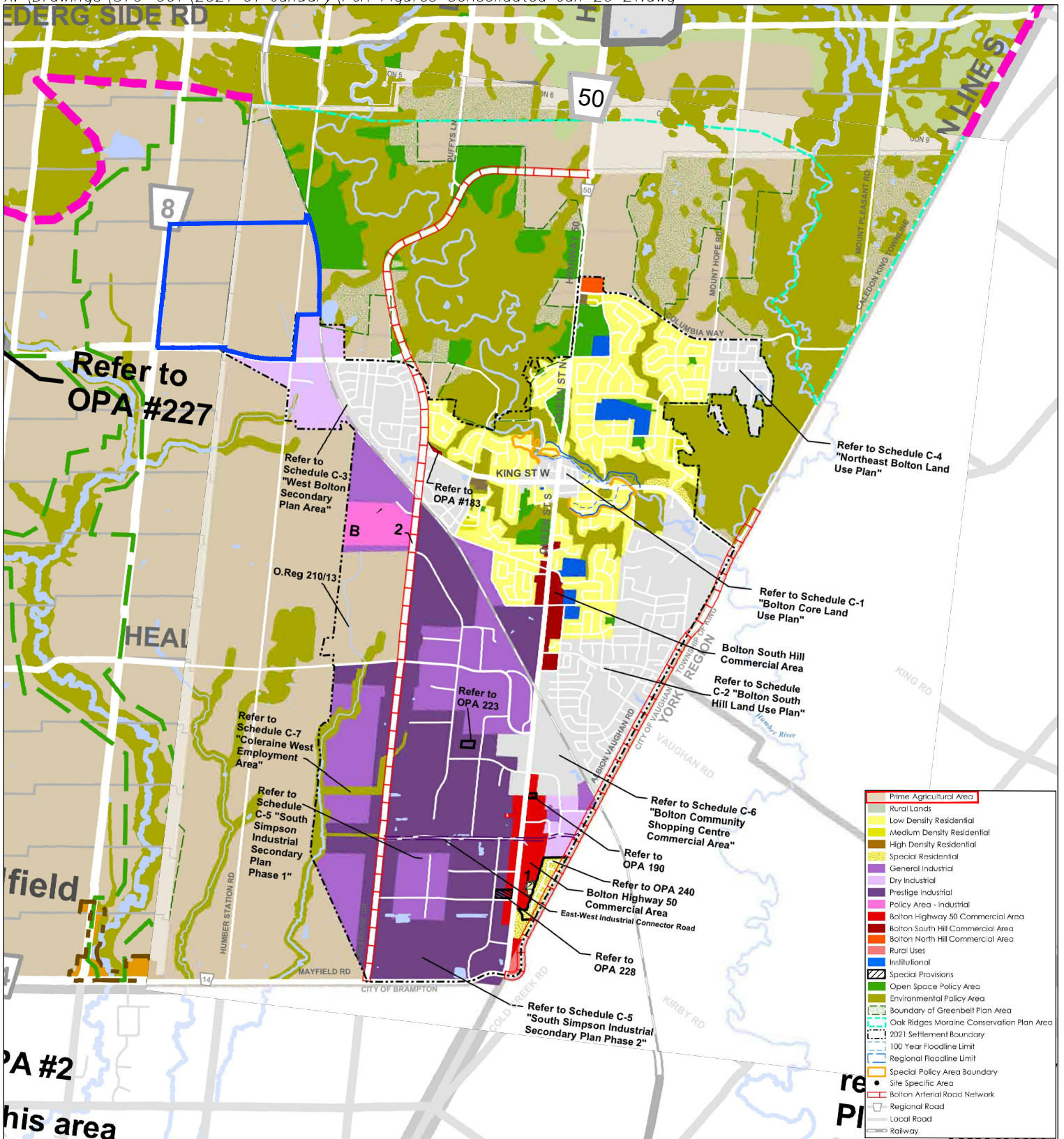
- a) *Rural Service Centres – compact, well-integrated rural towns on full piped water and sewer services.*

*Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.*

*The Rural Service Centres are Mayfield West, Bolton and Caledon East.*

As already noted, the eastern portion of the Macville community is currently within the Bolton Rural Service Centre limits and the western portion will be included within the Rural Service Centre limits once the Region's 2041/2051 MCR advances. **Figure 10: Excerpt of Schedule 'C' Town of Caledon (Bolton) Land Use Plan** shows the Bolton Rural Service Centre limits.

Section 4.1.6 of the Official Plan sets out the Town's objectives and policy directives related to Major Transit Station Study Areas. Major Transit Station Areas are defined in the Growth Plan as the area around higher order transit stations and major bus depots within urban areas and it is noted that these areas provide opportunities for focusing intensification and higher density residential, commercial and employment uses that will contribute to the viability of transit services and the creation of complete communities by providing housing diversity, convenient access to jobs, local services and public transportation. It is noted that Major Transit Station Areas also contribute to the achievement of the intensification and Greenfield Density targets set out in the Growth Plan.



**FIGURE 10  
EXCERPT OF SCHEDULE 'C': TOWN OF  
CALEDON (BOLTON) LAND USE PLAN**

Macville Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

Subject Lands



Scale NTS  
January 20, 2021

\*Town of Caledon Official Plan Schedules A and C have been merged to fully depict Subject Lands\*

Major Transit Station Areas defined in the Growth Plan as “*the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*” The Region of Peel Official Plan requires the area municipalities to identify intensification areas such as Major Transit Station Areas.

The future Caledon GO Station within Macville is one of the areas in Caledon that will be identified as a Major Transit Station Area. In fact, the Region of Peel is currently undertaking their review of MTSA’s through their MCR and they are currently drafting Regional Official Plan Policies for these areas. The Caledon GO Station area has been included in this important analysis. Accordingly, Macville is an appropriate and logical location for Caledon to consider higher density transit-oriented development opportunities.

“4.1.6.3        *Policies*

4.1.6.3.2        *Where it has been determined that it is appropriate to locate a Major Transit Station Area, further study will be undertaken to determine the appropriate boundaries and function of the Major Transit Station Area, and develop a Secondary Plan for the Area.”*

The implementation of the Caledon GO MTSA (and the related Woodbridge-Kleinburg-Bolton commuter rail line) will benefit the Region of Peel and Town of Caledon through the provision of convenient and accessible high order rail transit in a location where it is not currently offered. The Caledon MTSA uniquely provides the opportunity to fully support Provincial and Regional initiatives with respect to complete communities and reducing reliance on automobile-based transportation. Accordingly, identifying this MTSA as a High Priority MTSA will help facilitate the critical early implementation of Caledon GO Rail Service, thereby achieving these Provincial and Regional initiatives. This will benefit not just the Bolton community, but all of Caledon, Vaughan and northeast Brampton with respect to providing convenient and accessible high order transit in a location where it is planned, needed and anticipated but not yet provided.

Section 4.1.8 of the Caledon Official Plan contains policy directives related to community form and complete communities. The Growth Plan encourages municipalities to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. To that end, communities built in designated Greenfield Areas are to be compact and transit-supportive. Essentially, it is recognized and encouraged through Caledon’s Official Plan that the relationship between community design and public health is important in both the medical and planning professions.

“4.1.8.3.1        *Community plans and Secondary Plans will contain policies to ensure that Caledon’s settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed*

*and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan.”*

In response to this directive, the Healthy Community Assessment (HCA) completed by NAK (2021) provides an evaluation of Macville. This Assessment demonstrates that the Macville Community strives to promote these goals and therefore meets and exceeds the Region’s objectives for a healthy development.

Section 4.2 of the Official Plan sets out the Town’s total population and employment forecasts and related population allocations within specific settlements or land use areas. As noted in the Official Plan, these are based on the Plan’s Principles, Strategic Direction and Goals. The forecasts are consistent with the broader framework of population and employment forecasts for the Region of Peel and the Greater Golden Horseshoe as set out in Schedule 3 of the Provincial Growth Plan (to 2031) and the allocation of the Region’s population and employment growth to the area municipalities contained in the Region of Peel Official Plan.

Greenfield density within Caledon will contribute to the achievement of the Regional Greenfield Density Target. Specifically, Macville will provide Greenfield density and development in accordance with the Growth Plan and will seek to provide compact urban forms to help achieve the Region’s overall density target for Greenfield areas and to achieve complete communities and transit-oriented development in proximity to the Caledon MTSA.

- “4.2.2.3.1      *Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.*
  
- 4.2.2.3.2      *Caledon will, through its community planning initiatives, identify higher density urban nodes and intensification corridors in appropriate locations within the Designated Greenfield Area to contribute to the achievement of the overall Regional Greenfield Density Target.*
  
- 4.2.2.3.3      *Should a Major Transit Station be located in Caledon, Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.*
  
- 4.2.2.3.4      *Caledon will support and plan for innovative means of contributing to the achievement of the Regional minimum Greenfield Density Target in residential neighbourhoods in the Designated Greenfield Area such as Apartments-in-Houses, coach houses (apartments above garages), and duplexes.”*



The Macville Community will be comprised of a range and mix of housing types and building forms, and a mix of uses including commercial, institutional open space and employment uses. It is anticipated that Macville will achieve an overall density of **103 p&j/ha**. This is based on the layout and proposed number of units in the Preliminary Framework Plan (**Figure 7**). Further, it is anticipated that the Macville Community will achieve and exceed the minimum density target of 150 people and jobs per hectare for lands within 800 m of the Caledon MTSA. Specifically, the actual planned density within the portion of the 800 m radius of the GO Station within Macville (pursuant to the Preliminary Framework Plan) is **149 p&j/ha**. As well, the balance of Macville (beyond the 800 m radius of the GO Station) is planned to achieve a density of **63.8 p&j/ha**, pursuant to Growth Plan policy directives for Peel. These densities are supportive of a complete community in the Greenfield Area and are consistent with the directives set out in the Growth Plan, the Region of Peel Official Plan and the Town of Caledon Official Plan.

Pursuant to Caledon Official Plan policy directives, the Macville Community will achieve compact and efficient urban forms, will optimize the use of existing infrastructure and services, will revitalize and enhance other developed areas within Bolton, will increase the availability and diversity of housing and business opportunities and will create a mixed-use, transit-supportive, pedestrian-friendly urban environment.

Section 5.10.4 in the Official Plan has objectives and policies related to Rural Service Centres in Caledon. It is noted that Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services and that a wide range of commercial, employment, recreational, institutional, and other uses and community services will be developed and permitted in these settlements to serve both the needs of residents within the settlement, and to residents in other areas of the Town.

**Figure 10: Excerpt of Schedule 'C' Town of Caledon (Bolton) Land Use Plan** identifies the location of Macville in the context of the current Caledon Official Plan Land Use Plan and specifically, Bolton. Section 5.10.4.5 contains policies for Bolton which include detailed policies for particular areas and land use designations that currently exist within Bolton, including the Bolton Core, the Bolton South Hill, West Bolton, South Simpson and others, as contained on Schedule C to the Official Plan. The proposed Macville Community Secondary Plan seeks to build on current Official Plan policies and seeks to establish specific policies related to the proposed development pattern for Macville. **Figure 7: Macville Community Secondary Plan Land Use Schedule** illustrates how the development framework of Macville is envisioned through this proposal.

Given the higher range of goods, services, and infrastructure currently provided within Bolton, the Macville Community Secondary Plan seeks to establish a development pattern which reflects a rounding out of the Settlement and to reinforce the role and function Bolton will continue to play within the Strategic Direction identified in this Plan. To this end, a proposed detailed land use schedule (**Figure 7**) and policies for the Secondary Plan are presented in full in the **Appendix A: Macville Community Secondary Plan**.

Section 6.0 in the Caledon Official Plan outlines the implementation and administration of the Plan through the planning and development review process.

*“6.2.1.6 Planning and Development Review Process  
Complete Application Requirements*

*6.2.1.6.1 All information and materials required by the Planning Act and applicable regulations shall be submitted as part of a complete application for an Official Plan Amendment, Zoning By-Law Amendment, Plan of Subdivision, Plan of Condominium or Consent.*

*6.2.1.6.2 Further to Section 6.2.1.6.1, and unless an exemption is granted by the Town under Section 6.2.1.6.5, the following studies, information and materials shall be submitted as part of a complete application for an Official Plan Amendment, Zoning By-Law Amendment, Plan of Subdivision, Plan of Condominium, or Consent:*

- a) survey plan and/or scalable concept plan;*
- b) plan of subdivision, plan of condominium, draft Official Plan amendment, or draft Zoning By-law amendment, as applicable;*
- c) planning justification report;*
- d) storm water management report;*
- e) environmental impact study and management plan;*
- f) comprehensive broader scale environmental study;*
- g) phase I environmental site assessment;*
- h) grading and drainage plan;*
- i) agricultural impact assessment;*
- j) sanitary sewer and water servicing study/functional servicing report;*
- k) transportation study or traffic impact study;*
- l) hydrogeological impact assessment/water resources study/water balance/budget analysis;*
- m) soil stability or geotechnical report;*
- n) noise and vibration study;*
- o) air quality assessment;*
- p) landform conservation plan;*
- q) vegetation analysis/tree preservation plan;*
- r) demarcation of physical and stable top of bank;*
- s) demarcation of limits of natural heritage systems, ecosystem components, natural hazards and/or areas regulated by a conservation authority;*
- t) architectural design plan and/or guidelines or urban design brief;*
- u) neighbourhood concept plan;*
- v) visual impact report;*

- w) park/open space concept plan or facility fit plan;*
- x) on-street parking analysis/utilization plan;*
- y) cultural heritage survey;*
- z) cultural heritage impact statement;*
- aa) built heritage and cultural heritage landscape assessments;*
- bb) archaeological heritage resource assessment;*
- cc) aggregate resource impact assessment;*
- dd) rehabilitation plan;*
- ee) commercial impact study;*
- ff) housing distribution assessment;*
- gg) fiscal impact analysis / market study; and*
- hh) sustainability design brief;*
- ii) health background study”.*

Accompanying this Planning Justification Report and the associated proposed Macville Community Secondary Plan are the following reports:

- Stage 1 Archaeological Assessment prepared by Archaeological and Cultural Heritage Services (August 24, 2020);
- Cultural Heritage Resources Assessment Review prepared by Glen Schnarr & Associates Inc. (November 2020);
- Region of Peel Healthy Community Assessment prepared by NAK Design Strategies (February 2, 2021);
- Macville Urban and Architecture Design Guidelines prepared by NAK Design Strategies (February 2021);
- Transportation Study prepared by BA Group (February 2021);
- Comprehensive Environmental Impact Study and Management Plan (CEISMP) prepared by Beacon Environmental Limited (with contributions by Urbantech Consulting, DS Consultants Ltd. And GSAI) (February 2021);
- Functional Servicing Report (with Appendix 9 ‘High Level Costing’ prepared by RJ Burnside and Associates) prepared by Urbantech Consulting (February 2021);
- Fiscal Impact Study prepared by urbanMetrics Inc. (January 25, 2021);
- Preliminary Hydrogeological Investigation prepared by DS Consultants (February 3, 2021);
- Phase One Environmental Site Assessment (14275 The Gore Road, Parcel 1) prepared by DS Consultants Ltd. (January 8, 2021); and
- Phase One Environmental Site Assessment (14275 The Gore Road, Parcel 1) prepared by DS Consultants Ltd. (January 8, 2021).

Through this review of relevant sections of the Town of Caledon Official Plan, it is clear that the proposed Macville Community Secondary Plan will assist in the implementation of important growth management policies at the Provincial and Regional level and will be developed in accordance with the Town’s goals, objectives and policies. In fact, it is anticipated that this

Secondary Plan will significantly assist in the achievement of many Provincial, Regional and municipal goals, objectives and policies.

## **8.0 SUMMARY PLANNING OPINION**

This report provides planning justification for the Macville Community Secondary Plan which will facilitate the development of approximately 182 hectares (450 acres) of land generally located north of King Street, east of The Gore Road and west of the CP Railway tracks for a range of residential and mixed-use development with related complimentary uses, such as open spaces, parks, trails, commercial uses, the Caledon GO Station, the Environmental Policy Area (EPA), and stormwater management facilities. The proposed Secondary Plan will achieve good planning and will contribute to the creation of complete communities through the development of Greenfield lands, based on the following reasons:

- The Macville Community Secondary Plan is consistent with the policies of the Provincial Policy Statement (2020) through the promotion of an efficient development pattern, and by directing growth to a settlement area and discouraging the unnecessary and inefficient expansion of these areas, and by encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.
- The Macville Community Secondary Plan conforms to policies of the Growth Plan (2020) including policies on Managing Growth, Housing, Moving People, Water/Wastewater, Stormwater Management, Natural Heritage System and Public Open Space. The Secondary Plan for the Macville Community is required in order to facilitate the proposed complete community development and will ensure the Macville Community lands are developed in conformity with the Growth Plan.
- The eastern portion of the Macville Community Secondary Plan Area is currently within the Bolton Rural Service Centre boundary (pursuant to ROPA 30) and this Secondary Plan is required to implement the Growth Plan and Regional Official Plan growth targets for 2031.
- The 2020 Growth Plan brings forward additional population and employment projections to 2051 and the Region of Peel is currently undertaking the MCR related to Peel 2041/2051 projections. Further growth will need to be accommodated in Caledon to 2051 and the western portion of the Macville Community Secondary Plan will be the subject of this future expansion to the Bolton Rural Service Centre.
- The Macville Community Secondary Plan is rooted in the provision of a mix of residential built forms and densities, mixed uses, community amenities and transportation options that can be supported and delivered within a community developed in conjunction with a GO Train Station MTSA, related Hub Area and at the threshold of the Greenbelt Plan Area. This will be a healthy and vibrant community with a well-functioning, attractive public

realm due to the opportunities a GO Station will bring as a catalyst for creating a mix of uses with higher residential densities, employment, commercial and community open spaces that will conveniently surround the station area. The Plan presents a compact built form and maintains appropriate levels of health and safety through the provision of extensive active transportation opportunities.


- This report demonstrates that Macville will achieve an overall density of **103 p&j/ha** based on the layout and proposed number of units in the Preliminary Framework Plan. Further, the Macville Community will achieve and exceed the minimum density target of 150 people and jobs per hectare for lands within 800 m of the Caledon MTSA with a planned density within the portion of the 800 m radius of the GO Station within Macville (pursuant to the Preliminary Framework Plan) of **149 p&j/ha**. The balance of Macville (beyond the 800 m radius of the GO Station) is planned to achieve a density of **63.8 p&j/ha**, pursuant to Growth Plan policy directives for Peel. These densities are supportive of a complete community in the Greenfield Area and are consistent with the directives set out in the Growth Plan, the Region of Peel Official Plan and the Town of Caledon Official Plan.
- The Macville Community Secondary Plan will be planned and developed in accordance with the Region of Peel Official Plan goals, objectives and policies. In fact, it is anticipated that this community development will significantly assist in the achievement of many Regional goals and objectives and in the implementation of many Regional policies related to concentrating growth and development to settlement areas and specifically within strategic growth areas / greenfield areas
- The Macville Community is tributary to the South Peel Wastewater System and that the proposed sanitary sewer infrastructure within Macville was designed according to the Region of Peel's Sanitary Sewer Design Criteria (July 2009). The proposed conveyance system for the sanitary flow from the Macville lands include proposed connections to the existing sanitary sewer on King Street, and then to the existing 525mm trunk sewer on Coleraine Drive via local roads. Sanitary flow is treated ultimately at the G.E. Booth Wastewater Treatment Plant.
- The Macville lands will utilize the addition of Pressure Zone 7 for water supply and the establishment of this new pressure Zone 7 with an elevated tower will adequately service all of the Macville lands, as well as address existing operating pressure issues for some existing residents in Pressure Zone 6. As well, this will facilitate future servicing to new growth lands to the north, east, south and west.
- The proposed Macville Community Secondary Plan will establish healthy, walkable neighbourhoods, amenities within walking distance, active lifestyle through bike lanes, trails and pathways, park facilities and community programming. The community will contain a vibrant, well-functioning, attractive public realm which will encourage people to get outside. This includes the establishment of a mix of uses that will attract people throughout the day and evening, pedestrian-scaled spaces that are conducive to public

gathering; and supporting the general concept of the notion of the neighbourhood street as an important social space.

- The implementation of the Caledon GO MTSA (and the related Woodbridge-Kleinburg-Bolton commuter rail line) will benefit the Region of Peel and Town of Caledon through the provision of convenient and accessible high order rail transit in a location where it is not currently offered. The Caledon MTSA uniquely provides the opportunity to fully support Provincial and Regional initiatives with respect to complete communities and reducing reliance on automobile-based transportation.
- The Macville Community Secondary Plan will have a positive fiscal impact on the Town and Region. Specifically, Macville is expected to generate an annual revenue surplus for the Region of Peel and for the Town of Caledon. The operating surplus identified will provide the Town and Region with an opportunity to maintain and upgrade existing facilities or infrastructure without compromising current municipal and regional finances.
- The Macville Community Secondary Plan consists of Environmental Policy Areas (EPAs) which have been evaluated in the CEISMP and incorporated into the Secondary Plan Land Use Schedule and the Preliminary Framework Plan. The introduction of this new EPA designation protects the natural heritage system within Maxville and results in a net increase in environmental protection within the Subject Lands.
- Macville will contain a broad mix of residential forms that will integrate well with public transit and the future MTSA GO transit hub. These lands represent a unique opportunity to create a walkable, transit-supportive and complete community based on the implementation of a number of healthy community principles and will provide a variety of housing options, including a variety of densities and built forms, for people of different ages and stages of life and income levels.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink that reads "Karen Bennett." The signature is written in a cursive, flowing style.

Karen Bennett, MCIP, RPP  
Senior Associate