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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

OFFICIAL PLAN AMENDMENT  
APPLICATION (LOPA 2021-0002)

Caledon Station Secondary Plan  
(Bolton 'Option 3' Lands)

PREPARED FOR

Caledon Community Partners

ALL OF LOTS 11 AND 12, CONCESSION 4 (ALB),  
PART OF LOT 13, CONCESSION 4,  
AND PART OF LOTS 11, 12 AND 13, CONCESSION 5,  
GEOGRAPHIC TOWNSHIP OF ALBION  
Town of Caledon  
Regional Municipality of Peel

Revised November 2022  
GSAI File #870 – 001

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Town Structure

Planning Justification Report  
Caledon Community Partners  
Official Plan Amendment LOPA 2021-0002  
Caledon Station Secondary Plan Area  
Town of Caledon

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by the Caledon Community Partners (the 'Owner') to assist with planning approvals to implement development of the lands generally located north of King Street, east of The Gore Road and west of Humber Station Road and the Canadian Pacific Railway ('CPR') Corridor, in Macville, in the Town of Caledon (the 'Subject Lands'). The Subject Lands are an assembly of lots and are legally described as:

PT LT 13, CONCESSION 5 (ALBION); Town of Caledon

PT LT 12, CONCESSION 5 (Albion); Town of Caledon

PT LT 11, CONCESSION 5 (Albion); Town of Caledon

PT LT 11, CONCESSION 4 (Albion); Town of Caledon

PT LT 12, CONCESSION 4 (Albion); Town of Caledon

PT LT 13, CONCESSION 4 (Albion); Town of Caledon

The Subject Lands are predominantly vacant. A selection of rural residential dwellings and active agricultural fields are also present.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment (the 'Amendment') application under the active file number LOPA 2021-0002 to facilitate development of the Subject Lands and implementation of the Caledon Station Secondary Plan. **As background, an initial Planning Justification Report was prepared by GSAI, dated February 2021 and provided in support of LOPA 2021-0002. Subsequent to a review of submission materials and at the request of Region of Peel Staff to re-scope the planning analysis to lands within the Regional Official Plan Amendment 30 ('ROPA 30') limits, a revised Planning Justification Report, prepared by GSAI, dated October 2021 was prepared.**

In the time since the above-noted submission and re-submission, the policy and regulatory framework has been modified to implement the Provincial policy directions and the recently approved '2051' Region of Peel Official Plan. In order to provide for a fulsome analysis of the current, in-effect policy and regulatory framework, this revised Planning Justification Report has been prepared.

The proposed development is to facilitate a compact, mixed-use, transit-supportive, pedestrian-oriented, complete community with a diversity of land uses, built forms and densities. The proposed Caledon Station community has been planned and designed to integrate with the surrounding community and further

## 2 / PROCESS & ENGAGEMENT

implement Provincial and Regional policy objectives. The proposed Amendment has been prepared to implement the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (the 'Growth Plan') and the Region of Peel Official Plan wherein these lands have recently been added to the Bolton Urban Area to achieve growth to 2051. The proposal includes the development of the Subject Lands for mixed uses and for low, medium and high density development, compact, pedestrian-oriented development, in an appropriate location, and at an appropriate density.

This Report demonstrates that the proposal and corresponding Amendment serve to implement the Provincial policy directions which support compact, pedestrian-oriented development in proximity to amenities and community services. This Report also outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to Town of Caledon Official Plan in relation to the current policy and regulatory framework and existing physical conditions.

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the Town of Caledon's Official Plan Amendment process. It is anticipated that the Owner, in collaboration with Town Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and development of the Subject Lands.

We highlight that there has been an extensive public process undertaken to date related to the Town's Bolton Residential Expansion Study ('BRES') process and the Region of Peel ('Region')'s Regional Official Plan Amendment 30 ('ROPA 30') process, dating back to 2012. There have also been many opportunities for public and stakeholder input throughout both of these processes.

Additionally, there have been, and will continue to be, many opportunities for public input, including informal public information sessions, formal Public Meeting(s), and workshops, as necessary, as the Caledon Station Secondary Plan process progresses. Public input into the creation of this compact, vibrant, liveable and sustainable community in Bolton's newly expanded Bolton Rural Service Centre boundary, which closely links land use, transportation and sustainability, is essential to the community's success. In this regard, the Application has and will continue to involve extensive public engagement. This will include the statutory Public Meeting as well as a number of informal public information meetings. To date, an introduction of the community has been made to Caledon Council on May 25, 2021, an informal resident meeting occurred on June 10, 2021, and the statutory Public Meeting for the east component of this community was held on

November 9, 2021. Additionally, five (5) workshops and online, interactive engagement opportunities were held during the Caledon Station Summer Engagement Program. The workshops were held with various stakeholders, based on 38 thematic areas. An online platform, comprised of a project website, online survey, information brochure, comment section as well as social media channels were utilized to gather feedback, comments and areas of concern. A summary of the feedback received during this Summer Engagement Program is provided in the accompanying Caledon Station Summer Engagement Program Summary.

In addition to the above, a Collaborative Planning Workshop was held on October 5, 2022 with representatives from the Project Team, Town of Caledon, Region of Peel and School Boards. This Workshop enabled the Project Team and Staff to collaborate on ideas and share valuable feedback in 3 thematic areas. The feedback generated will be utilized by the Project Team, Region and Town going forward to further refine the draft Caledon Station Secondary Plan.

To commence the submission process for the Caledon Station Secondary Plan, a formal Pre-Consultation ('DART') Meeting was held on April 9, 2020 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this Meeting, a Submission Checklist was received which identified the submission requirements for a 'complete' Application. The studies identified on this Checklist were prepared and were provided under separate cover with the initial submission of this application in February 2021.

Subsequent to the formal filing of the Application in February 2021 and as stated above, the applicable policy framework for the Subject Lands has evolved. As such, a selection of additional supporting studies are now identified / required to address the 2022 Region of Peel Official Plan. A summary of the applicable supporting studies that have been prepared to date is provided in **Section 4.2** of this Report.

## 3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Bolton community.

### 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of King Street, east of The Gore Road and west of Humber Station Road and the Canadian Pacific Railway ('CPR') Corridor. Collectively, the Subject Lands have a total area of approximately 182 hectares (450 acres), with frontages on King Street, The Gore Road and Humber Station Road.

### 3.2 / AREA CONTEXT

The Subject Lands are located within the evolving Bolton community of the Town. Surrounding uses are as follows:

#### NORTH

Agricultural fields are immediately north. Further north are segments of the CPR Corridor, agricultural fields and large forested areas associated with the Oak Ridges Moraine.

#### SOUTH

King Street is immediately south. Further south are rural residential dwellings, agricultural fields and an established Employment Area comprised of low-rise industrial structures and surface parking areas with frontage on King Street. It is anticipated that as the Caledon Station Secondary Plan process advances, this existing industrial area will be redeveloped for more compatible uses in the future.

#### EAST

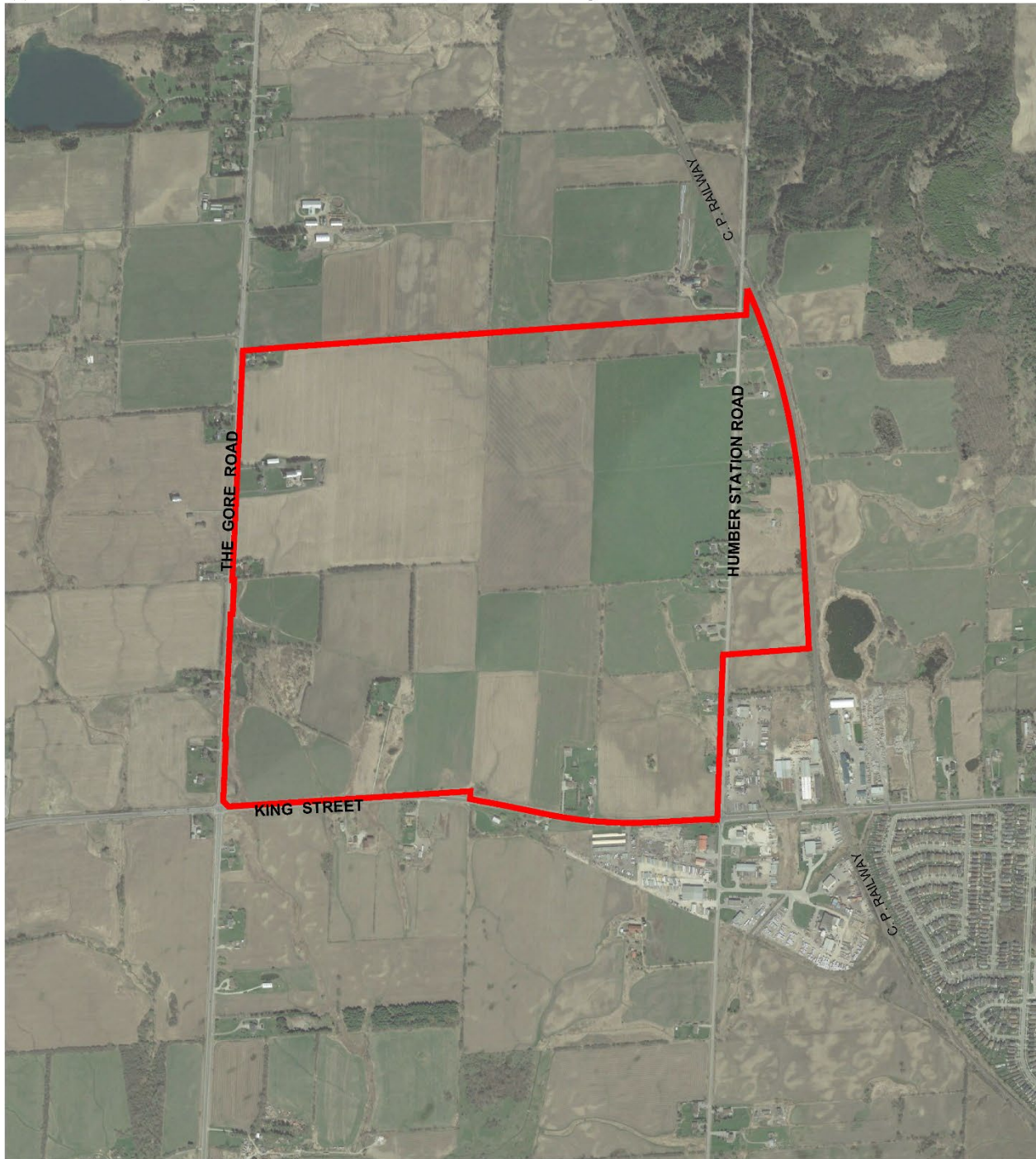
Humber Station Road and the CPR Corridor are immediately east. Further east are agricultural lands, a segment of the Employment Area, a segment of the CPR Corridor, Emil Knob Parkway and forested areas associated with the Oak Ridges Moraine. The existing Bolton community is located to the southeast.

#### WEST

The Gore Road is immediately west. Further west are agricultural lands, a selection of rural residential dwellings, Macville Public School and forested areas.



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**FIGURE 1**  
**AERIAL CONTEXT PLAN**

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

**LEGEND**

SUBJECT LANDS



Scale: N.T.S.  
November 7, 2022

### 3.3 / TRANSIT CONTEXT

The Subject Lands are to be well-served by planned transit services. A summary of these is provided below.

#### *REGIONAL PUBLIC TRANSIT*

It is understood that rapid transit services are planned to serve Caledon, and in particular the Bolton community. More specifically, a future Caledon GO Station is planned to be provided along Humber Station Road, north of King Street (see **Figure 2** on the next page). Once complete, this Caledon GO Station will be positioned along a Caledon-Vaughan GO Transit Line and will provide frequent service as well as an ability for residents to easily transfer to a variety of inter-regional areas and destinations. Based on the above, the Subject Lands are to be well-connected by regional transit networks. This will be further enhanced by the planned Caledon Station community which will provide for a compact, complete community that features direct pedestrian connections and multi-modal transportation connections.

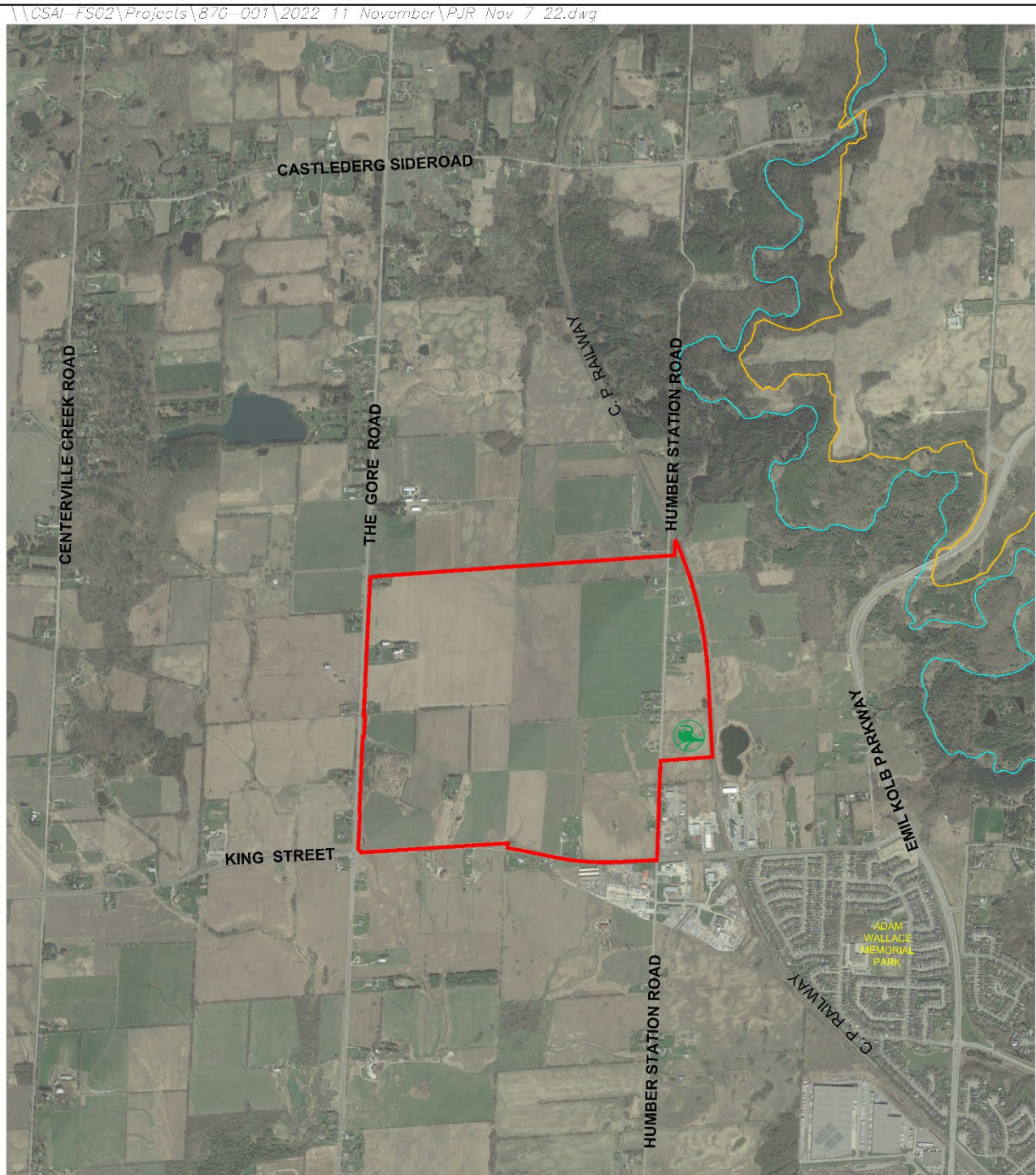
We note that the Region of Peel has delineated Major Transit Station Areas ('MTSAs') through the Municipal Comprehensive Review ('MCR') initiative. The delineation of MTSAs was to ensure the Peel Regional Official Plan ('ROP') conforms to Provincial Plans and policy directions. As demonstrated in **Figure 3** on the next page, the Subject Lands are located within the Bolton GO MTSA. The Bolton GO MTSA is centred on the planned Caledon GO Station. As further described in Sections **5.2**, **5.3** and **5.4** of this Report, the presence of the Subject Lands within the Bolton GO MTSA supports the policy vision to direct growth to this area of the Town of Caledon and to facilitate Caledon Station as a compact, mixed-use, transit-supportive,

pedestrian-oriented, complete community that is in proximity to and directly accessible from transit services.

#### *ROAD NETWORK*

Humber Station Road is classified as a 'Collector', while The Gore Road (Regional Road 8) and King Street (Regional Road 9) are both regional arterials that are classified as 'Medium Capacity Arterial' (Schedule J, Long Term Road Network) by the in-effect Town of Caledon Official Plan. Humber Station Road has an ultimate Right-of-Way ('ROW') width of 26 metres, while The Gore Road and King Street have ultimate ROW widths of 30 metres. The Subject Lands are surrounded by and have frontage on The Gore Road, King Street and Humber Station Road. The current approximate widths of The Gore Road, King Street and Humber Station Road are variable. Furthermore, the proposed Caledon Station Secondary Plan has been planned and designed to implement the applicable ultimate ROW widths as well as a new fine grain public road network throughout the community.






**FIGURE 2**  
**SURROUNDING CONTEXT PLAN**

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

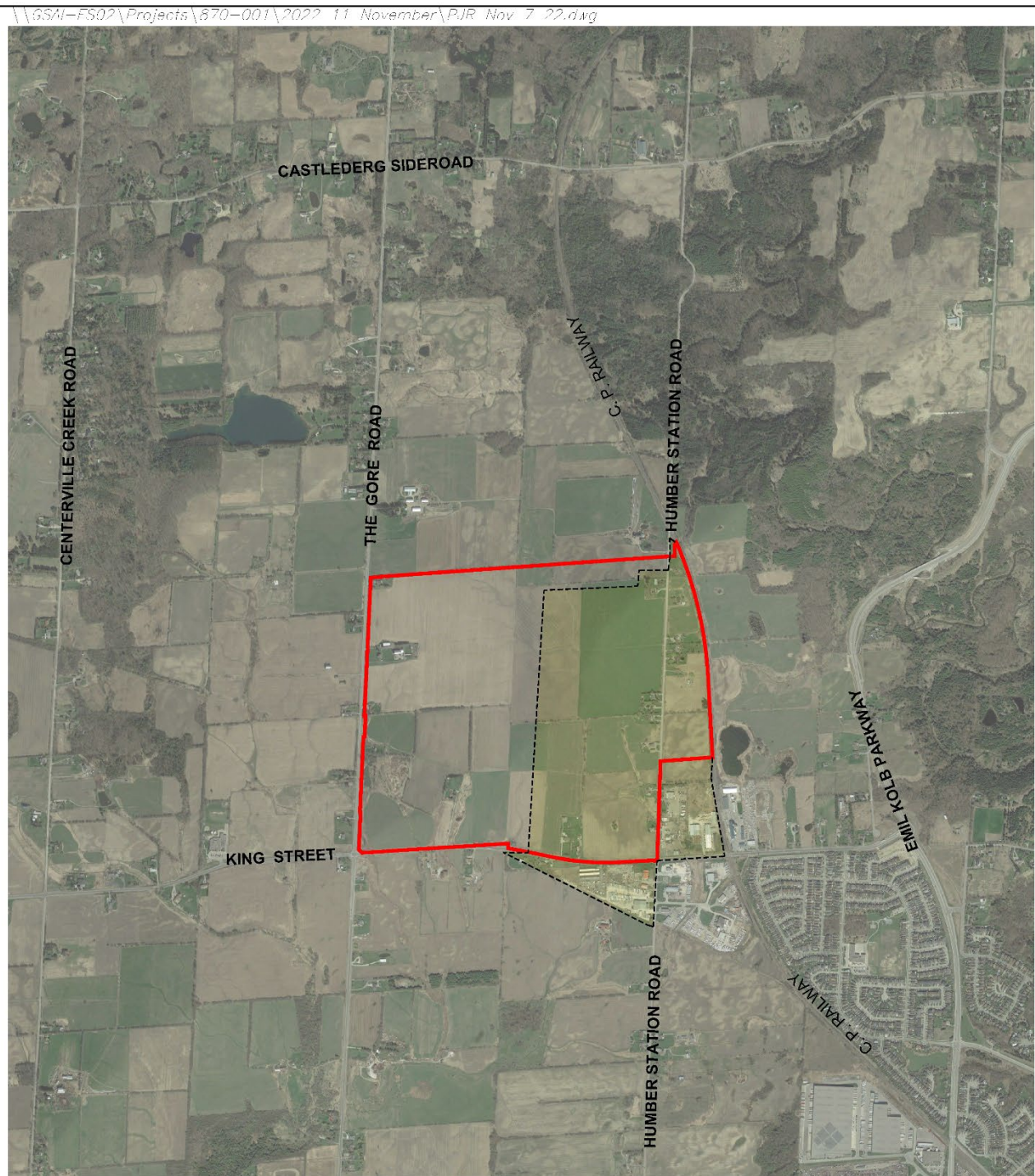
**LEGEND**

- ▬ SUBJECT LANDS
- ▬ HUMBER VALLEY TRAIL SYSTEM
- ▬ HUMBER VALLEY RIVER
-  FUTURE GO STATION



Scale: N.T.S.  
November 7, 2022





**FIGURE 3**  
**BOLTON GO MAJOR TRANSIT**  
**STATION AREA**

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

**LEGEND**

- SUBJECT LANDS
- BOLTON GO MAJOR TRANSIT STATION AREA



Scale: N.T.S.  
November 7, 2022

## 4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

### 4.1 / SECONDARY PLAN VISION & OVERVIEW

The proposed Caledon Station Secondary Plan is the result of ongoing careful planning and design being undertaken by the Project Team in collaboration with the Region of Peel and Town of Caledon, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Caledon, the surrounding Bolton community context and the natural environment.

As further demonstrated on the accompanying Preliminary Framework Plan (see **Figure 4** on the next page), the Caledon Station community has been organized around a fine-grain public road network, an extensive greenspace network and distinct neighbourhood areas. It is understood that each Neighbourhood area will have a distinct sense of place and character. Furthermore, a mixture of land uses, built forms and densities are to be provided across the community and within each Neighbourhood. This will enable each Neighbourhood to function as a complete community.

The planned Caledon GO Station is a key organizing feature, with direct pedestrian connections providing safe, comfortable and convenient access to the Station and surrounding area. A mix of uses, including residential and non-residential uses, will be concentrated around the station to enable compact, mixed-use development, active frontages and a range of users throughout the day, including after-hours and at all times of the year.

Another organizing feature of the community is a central Avenue. This Avenue is to feature a main street character with enhanced landscape and public realm features. A range of parks and greenspaces will line the Avenue area and encourage active transportation modes.

The proposed fine-grain road network has been planned and designed to encourage active transportation usage, while minimizing vehicular conflicts. As further described in the accompanying Urban and Architectural Design Guidelines, prepared by NAK, the community's street network has been designed to be pedestrian-oriented, human-scaled and minimize block lengths. View corridors are also to be provided.

Humber Station Road is to be re-configured and designed as a complete street. This re-aligned Humber Station Road will serve as an organizing feature for the Caledon GO Station and surrounding area. Furthermore, it is anticipated that The Gore Road will be the primary gateway access into the Caledon Station community from the west.

As demonstrated on the Conceptual Caledon Station Secondary Plan Land Use Plan (see **Figure 5**), a diversity and mixture of land uses are to be provided. This diversity includes dedicated mixed-use areas, employment areas and two (2) school sites in the northern and southern quadrants of the community. A network of parks and open space is also to be provided throughout the community.





**FIGURE 4  
PRELIMINARY FRAMEWORK  
PLAN**

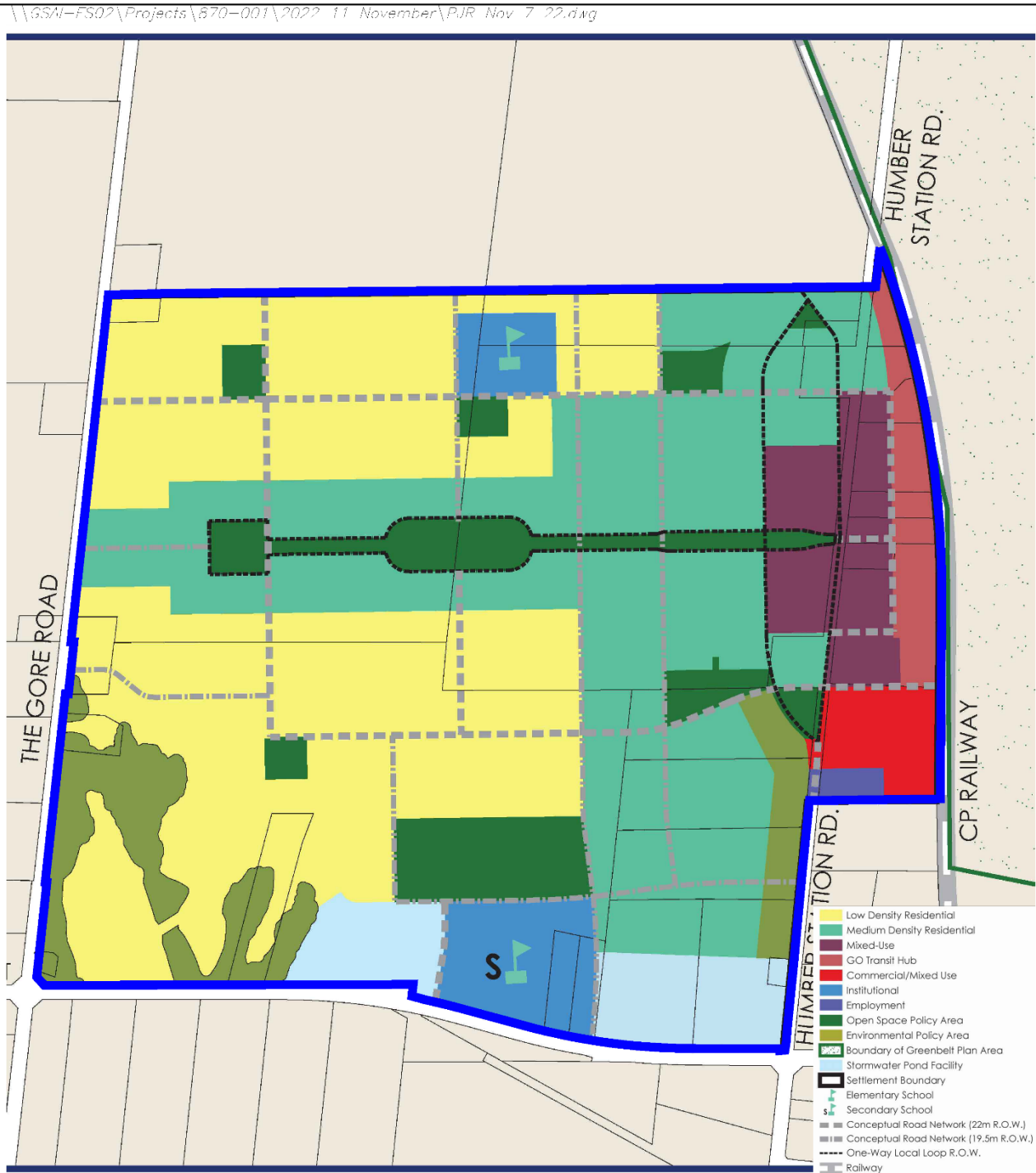
Caledon Station Community Secondary Plan,  
Town of Caledon, Regional Municipality of Peel

**LEGEND**

SUBJECT LANDS



Scale: N.T.S.  
November 7, 2022



**FIGURE 5**  
**CALEDON STATION SECONDARY**  
**PLAN LAND USE PLAN**

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

**LEGEND**

**SUBJECT LANDS**



Scale: N.T.S.  
November 7, 2022

Overall, the Caledon Station community will support a ‘made-in Caledon’ solution. It will also support the creation of a refined, compact, mixed-use, transit-supportive, pedestrian-oriented, complete community that prioritizes residents and the natural environment. The proposed Parks and Open Space network includes retention of various on-site natural features as well as the introduction of numerous public parks and open spaces. Sustainability has also been prioritized through the introduction of additional landscaped areas. Through the subsequent site-specific detailed design processes, opportunities to provide low impact development strategies and sustainable building technologies will be further explored.

The above-noted components of the Caledon Station community make this an exciting opportunity to advance Provincial policy objectives of facilitating compact, well-designed built forms in proximity to transit. Once complete, the Caledon Station community will enable residents to live, work, play and shop within their community of choice.

## 4.2 / SUPPORTING STUDIES

As stated above, numerous supporting studies have been completed in support of the Caledon Station Secondary Plan. These include:

- A Comprehensive Environmental Impact Study and Management Plan (‘CEISMP’), prepared by Beacon Environmental Limited with contributions by Urbantech Consulting, DS Consultants Ltd and GSAI, dated February 2021;
- A Cultural Heritage Resources Assessment Review, prepared by GSAI, dated November 2020;
- A Cultural Heritage Impact Statement, prepared by Wood Environment & Infrastructure Solutions Canada Limited, dated August 5, 2022;
- A Fiscal Impact Study, prepared by urbanMetrics Inc., dated January 25, 2021;
- A Functional Servicing Report, prepared by Urbantech Consulting, dated February 2021;
- A Healthy Development Assessment, prepared by NAK Design Strategies (‘NAK’), dated February 2, 2021;
- A Housing Assessment, prepared by GSAI, dated November 2022;
- A Macville Urban and Architecture Design Guidelines, prepared by NAK, dated February 2021;
- A Phase One Environmental Site Assessment for 14275 The Gore Road, Parcel 1, prepared by DS Consultants Ltd., dated January 8, 2021;
- A Phase One Environmental Site Assessment for Part of Lot 12, Concession 4, Parcel 4, prepared by DS Consultants Ltd., dated January 8, 2021;
- A Phase Two Environmental Site Assessment for 14275 The Gore Road, Parcel 1, prepared by DS Consultants Ltd., dated January 8, 2021;
- A Phase Two Environmental Site Assessment for Part of Lot 12, Concession 4, Parcel 4, prepared by DS Consultants Ltd., dated January 8, 2021;
- A Preliminary Framework Plan, prepared by Gerrard Design, dated January 12, 2021;
- A Preliminary Hydrogeological Investigation, prepared by DS Consultants, dated February 3, 2021;



## 5 / POLICY CONTEXT

- A Stage 1 Archaeological Assessment, prepared by Archaeological and Cultural Heritage Services, dated August 24, 2020;
- A Transportation Study, prepared by BA Group, dated February 2021; and,
- A Water and Wastewater Servicing Study, prepared by R.J. Burnside & Associates Limited, dated December 11, 2020.

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendment aligns with and serves to better implement the in-effect Provincial and Regional policy and regulatory framework.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development is consistent with these is provided below.

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply.

*'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 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 or 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 Subject Lands are located within a Settlement Area, as defined by the PPS. The Caledon Station community supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing a range and mixture of development, including a mixing of medium- and high-density development, on lands that are currently underutilized;
- by locating a mixture of residential, employment, institutional and recreation uses, within the evolving Macville community on lands designated for development and intensification by the Peel Regional Official Plan and the Town of Caledon Official Plan;

- by introducing more than 6,800 residential dwelling units of varying size and configurations in an area that will be well-served by surrounding uses and amenities;
- by introducing development forms that will integrate with the surrounding environment, will serve to implement the development vision established by Regional and local policies for Caledon Station as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and landscaped open spaces;
- by making better, higher use of land;
- by facilitating investments in infrastructure networks to ensure the Subject Lands are on full municipal services; and,
- by incorporating contextually appropriate sustainability strategies, including retention of on-site natural areas and the incorporation of additional plantings and landscaped open spaces in order to lessen the amount of hardscape surfaces in response to a changing climate and to promote biodiversity.

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

*'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.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'*

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

*'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 Subject Lands are located within a Settlement Area and within an area intended to accommodate growth. As such, the proposed community has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support the daily needs of residents. Furthermore, the Caledon Station Secondary Plan area has been planned and designed to encourage alternative modes of transportation to navigate within and through the community.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing Report ('FS – SWM Report'), the ultimate community can be accommodated by municipal infrastructure networks.

The proposed Caledon Station community has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of public parks of varying size and configurations, the provision of Humber Station Road as a landscaped, 'mainstreet', a fine-grain public road network as well as landscaped open spaces.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. Additionally, the proposed parklands have been strategically located to facilitate space for the use and enjoyment of residents and visitors, be directly visible and accessible from the street and to foster social interaction. Furthermore, the community will include a network of pedestrian pathways that offer safe, comfortable and convenient access across the Subject Lands and beyond. Overall, the Subject Lands have been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

*'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'*

*'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) :the use of existing infrastructure and public service facilities should be optimized; and*

- b) *opportunities for adaptive re-use should be considered, wherever feasible.'*

**'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.'*

**'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 services.'*

The Subject Lands are located in proximity to the established Bolton community. Given this, the Caledon Station community provides an opportunity to be a natural and logical extension within Bolton. As further demonstrated in the accompanying Functional Servicing Report ('FSR'), the community will make better use of planned municipal infrastructure services. Furthermore, the entire community's water and sanitary systems will be designed to adequately accommodate the projected demands for the entirety of the Secondary Plan area.

**'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.'*

As demonstrated in the accompanying FSR, the community will incorporate a range of sustainable development strategies, including the provision of well-designed Stormwater Management ('SWM') ponds, additional plantings, minimizing the extent of previous surfaces and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be further explored during the future site-specific development approval stage.

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*'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 facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- 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;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

As demonstrated on the Preliminary Framework Plan and Conceptual Land Use Plan, the community has been planned and designed to provide a selection of non-residential uses that will provide local employment opportunities and will support Caledon Station as a complete community where residents are able to live,

work, play and shop within the community. The community will also facilitate a pedestrian-oriented and human scaled development that encourages alternative modes of transportation to be used for daily trips as well as housing choice and high-quality built forms that are compatible with the surrounding community. As further discussed in the accompanying Urban and Architectural Design Guidelines, the proposed landscape and streetscape improvements will also provide ecological benefits.

*'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;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

Caledon Station will facilitate a compact, mixed-use community, in an appropriate location along a planned GO Transit Line, at an appropriate density. Based on the community's locational characteristics and as further discussed in the accompanying Transportation Study, the community will support compact development and the use of active transportation



networks. As further discussed in the accompanying Urban and Architectural Design Guidelines, prepared by NAK, the community contemplates the provision of various sustainable design features in order to maximize and conservation efforts.

*'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.'*

The Subject Lands are located within Ecoregions 6E & 7E1, as defined by the PPS. Furthermore, as described in the accompanying Comprehensive Environmental Impact Study and Management Plan ('CEISMP'), prepared by Beacon Environmental, the Subject Lands are primarily agricultural in nature and contain limited natural features. Of these, natural features are limited to drainage features. The Subject Lands do not contain features that are components of the Regional Natural Heritage System nor components of the local, Town of Caledon Natural Heritage System. Given this, the Caledon Station community has been carefully planned and designed to preserve and enhance the natural

environment to the greatest extent possible. This is achieved through the provision of designated Natural Heritage System lands in the southwestern quadrant of the community, where existing drainage features are situated. Furthermore, the natural environment is prioritized through the application of buffers of sufficient width from the limits of these identified Natural Heritage System lands. Overall, the CEISMP concludes that development of the community as contemplated is appropriate.

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

As background, a Cultural Heritage Landscapes and Built Heritage Resources Assessment was prepared in connection with the previous Region of Peel Official Plan Review and the Bolton Residential Expansion Study initiatives. In the time since this Assessment was completed, several properties have been added to the Town of Caledon Heritage Register. As further described in the accompanying Cultural Heritage Resources Assessment Review, prepared by GSAI and the Cultural Heritage Impact Statement, prepared by Wood, an inventory of heritage resources within the Subject Lands and within a one (1) kilometre Study Area radius was completed. It was concluded that two (2) properties (7640 King Street and 14275 The Gore Road) within the Subject Lands are listed heritage resources.

As further described in the accompanying Urban and Architectural Design Guidelines, prepared by NAK, the Caledon Station community contemplates an adaptive re-use of these listed heritage resources for community facilities or other uses. The potential renovation and

adaptive re-use of the heritage resources for new community facilities provides an opportunity for the architectural and cultural heritage value to be retained, while a contemporary community facility capable of meeting the needs of community members is provided.

#### *SUMMARY / CONFORMITY STATEMENT*

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed Caledon Station community conforms to the PPS by facilitating development, at an appropriate location,

that will make better use of existing land, resources and infrastructure. It is our opinion that the proposed Secondary Plan is consistent with the policies of the PPS.

## 5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the Caledon Station community and how they have been addressed is provided below.

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. The following policies apply to development of the Subject Lands.

*'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.'**

In accordance with Schedule 2 of A Place to Grow and the Region of Peel Official Plan, the Subject Lands are located within the Designated Greenfield Area of the Town of Caledon. Collectively, lands within a Designated Greenfield Area are areas where growth and development is forecasted to occur. Development of the Subject Lands, as contemplated, is supported as the Caledon Station community will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, will be serviced by existing municipal water and wastewater infrastructure, will be serviced by planned transit services and will support the achievement of Caledon Station as a complete community.

*'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 additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed Caledon Station community supports the achievement of complete communities by providing for a compact, mixed-use community that includes a mix of residential, employment, institutional and other uses, located in proximity to transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the community will provide for more than 6,800 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of dwelling units within varying built forms will further support the range and mix of housing options available in the Bolton community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in the community.

Finally, the proposed development contemplates a variety of high-quality, compact built forms that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of parklands, landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

A Place to Grow identifies a series of strategic growth areas, including Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, A Place to Grow defines an MTSA as follows:

*'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.'*

As demonstrated in **Figure 3** above, the Subject Lands are identified as being located within the Bolton GO MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

**'2.2.4.1.** *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.'*

**'2.2.4.3.** *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.'*

**'2.2.4.9.** *Within all major transit station areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*

- b) *fostering collaboration between public and private sectors, such as joint development projects;*
- c) *providing alternative development standards, such as reduced parking standards; and*
- d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

*'2.2.4.10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'*

As stated above, the Subject Lands are located along the planned GO Transit rail network. Given this, development of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density.

Furthermore, the proposed community will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Bolton GO MTSA-wide minimum density target of 150 residents and jobs combined per hectare.

Based on the above, the Subject Lands are in an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence within an MTSA.

Overall, the Caledon Station community supports the Provincial policy objectives for development in MTSAs by providing for compact, high-density, transit-supportive development to occur in a form that includes a mixing of uses, active transportation networks, stores and services to meet daily needs.

*'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'*

*'2.2.5.4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.'*

*'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'*

The Caledon Station community contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail, commercial and office uses. Furthermore, the proposed mixture of uses will provide local employment opportunities. Overall, the proposed community supports the above-noted policy objectives by contemplating a compact, mixed-use development pattern in proximity to transit services and active transportation networks. Furthermore, Caledon Station has been planned and designed to implement this area as a complete community.

*'2.2.7.1. New development taking place in designated greenfield areas will be planned, designated and zoned in a manner that:*

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.'*

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

- a) The...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 per hectare;'*

As stated above, the Subject Lands are located within a Designated Greenfield Area, as defined by A Place to Grow. Designated Greenfield Areas are recognized locations where growth and development is to be directed. The Caledon Station community, as contemplated, supports the above-noted Designated Greenfield Area policy objectives by facilitating the creation of a vibrant, complete community through the introduction of compact, higher density development on lands in proximity to planned transit, active transportation infrastructure and nearby amenities that will support daily living. It will also support achievement of the minimum designated greenfield area target for lands within the Region of Peel.

Section 3 of A Place to Grow establishes the policy framework for how infrastructure is to be planned and managed. Overall, infrastructure is to be planned and implemented in a manner that will support the achievement of complete communities and preservation of the natural environment. The following policies apply.

*'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 investments to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of 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 Subject Lands are located within a Strategic Growth Area, as defined by A Place to Grow. The proposed Caledon Station community achieves the above-noted policy objectives by facilitating higher density, compact, mixed use development in an appropriate location, including in proximity to the planned Caledon GO Station. Furthermore, the community is planned to be on full municipal services as outlined in the accompanying Functional Servicing Report ('FSR'), prepared by Urbantech. The FSR also included the cost and efficiency of servicing the entirety of the community to ensure the servicing to be implemented is done in an efficient and cost effective manner.

*'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;*
- f) provide for the safety of system users.'*

*'3.2.2.3 In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.'*

*'3.2.3.4 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 uses 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.'*

As stated above, the proposed Caledon Station community has been organized around a new fine-grain road and open space network. This road network will facilitate compact, pedestrian-oriented and transit supportive development to occur in an appropriate location while also enabling a network of public sidewalks and pedestrian pathways to facilitate safe, comfortable and convenient access across the community and beyond. As further described in the accompanying Transportation Study, prepared by BA Group, the proposed community design is appropriate and is capable of accommodating anticipated user demands. It will also support the use of alternative modes of transportation for daily trips.

*'3.2.6.2 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 stated above, the proposed Caledon Station community has been planned to provide efficient, cost-effective municipal servicing to the entirety of the Subject Lands. The provision of municipal services is consistent with the above-noted Provincial policy objectives. The ability for the Caledon Station community to be on full municipal water and wastewater services is further described in the accompanying FSR, prepared by Urbantech.

*'3.2.7.2 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 management plan or equivalent for the settlement area, where applicable.'*

As described in the accompanying CEISMP prepared by Beacon et al. and related FSR, prepared by Urbantech, a proposed stormwater management plan has been prepared for the Caledon Station community. The proposed strategy includes the provision of appropriately sized and placed SWM ponds throughout the community and applicable controls. Opportunities to explore additional low impact development strategies and stormwater management techniques will be undertaken during the future site-specific development approval processes.

Section 4 of A Place to Grow establishes the policy framework for how the natural environment is to be protected. The following policies apply.

*'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.'*

As stated above and in the accompanying CEISMP, the Subject Lands are not located within the Natural Heritage System for the Greater Golden Horseshoe. Furthermore, the CEISMP states that there are a number of unevaluated wetlands and drainage features present on the Subject Lands and within the surrounding area. In efforts to prioritize the natural environment and environmental protection, the proposed Caledon Station community is committed to designate those segments of lands occupied by natural features as 'Environmental Policy Area' to provide for the long-term protection and health of these lands. This supports the Provincial policy objective of preserving and protecting the natural environment for the long-term.

*'4.2.5.1 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.'*

*'4.2.5.2 Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards and public parks.'*

The proposed Caledon Station community has been carefully planned and designed to provide for a diverse parks and open space network. This includes the provision of public parks of varying size and configurations, the provision of urban plazas and landscaped open spaces as well as a network of pedestrian pathways.

Overall, the park and open space network proposed has been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. Additionally, the proposed parklands have been strategically located to facilitate space for the use and enjoyment of residents and visitors, be directly visible and accessible from the street and to foster social interaction. Furthermore, the community will include a network of pedestrian pathways that offer safe, comfortable and convenient access across the Subject Lands and beyond. Overall, the Subject Lands have been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members. The programming of landscaped open spaces will be further evaluated in the future and could include opportunities for urban agriculture, rooftop gardens and other uses.

### 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

#### *SUMMARY / CONFORMITY STATEMENT*

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed Caledon Station community conforms to the policies of A Place to Grow by facilitating contextually appropriate development on lands that will be well-served by transit services, infrastructure networks and local businesses to meet daily needs. Furthermore, the proposed community will provide for better utilization of existing land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposed Caledon Station Secondary Plan serves to implement the applicable policies of A Place to Grow.

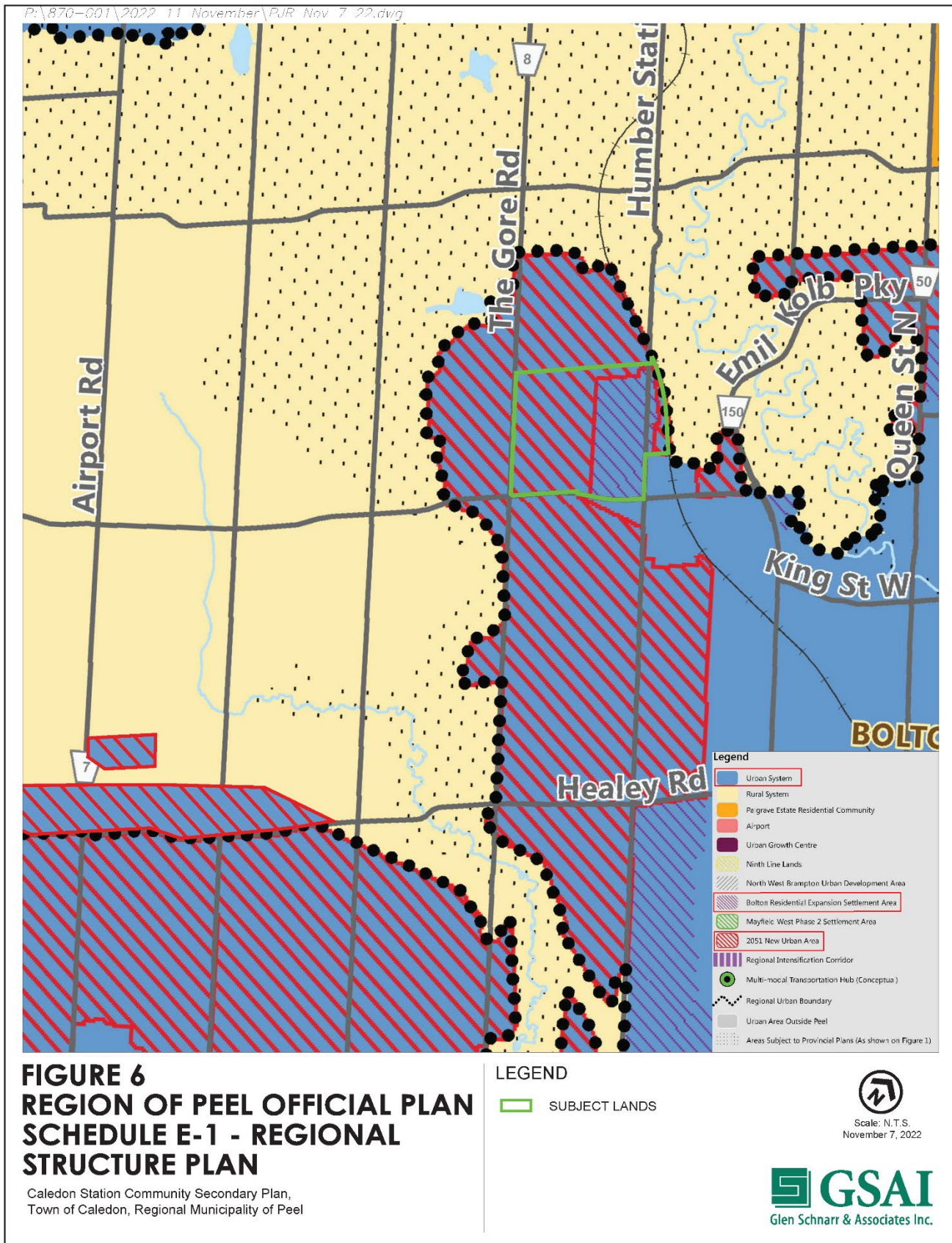
The Region of Peel Official Plan ('ROP') serves as a guiding document for how land use planning and growth is to be managed to 2051 across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for development to occur is reaffirmed by its location within the Bolton GO Major Transit Station Area ('MTSA'), its location within a Strategic Growth Area (Schedule E-2) and its location within a 'Designated Greenfield Area' (Schedule E-3).

For the purposes of this Report, the ROP, as approved in November 2022, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the Subject Lands and how the proposed Caledon Station community responds.





Chapter 2 of the ROP contains the Regional policy framework regarding the natural environment. The following apply.

It is Regional objectives to:

*'2.4.2. To support the development of sustainable, low-carbon, compact, mixed-use, and transit-supportive communities which reduce greenhouse gas emissions and support active transportation, protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.'*

It is the policy of Regional Council to:

*'2.6.5. Protect, improve or restore the quality and quantity of water resources, including Water Resource System features and areas, key hydrologic areas and key hydrologic features and their hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the local municipalities, conservation authorities and other related agencies.'*

As further described in the accompanying CEISMP, the Subject Lands contain limited natural features but not key hydrologic features. The CEISMP also states that vegetative buffers of sufficient width are to be provided from the limits of the on-site natural features to ensure the long-term health and ecological function of these natural lands are protected for the long-term. Furthermore, the Caledon Station community has been planned and designed to integrate with the natural and surrounding context. This is to be achieved through the provision of high-quality, compact built forms and a parks and open space network that provides

**connectivity with the surrounding trails and natural system lands.**

Section 2.6.20 of the ROP contains the Regional policy framework for stormwater management. The following apply.

It is Regional objectives to:

*'2.6.20.1. To recognize stormwater as a resource and to manage stormwater in a way that protects, improves or restores the health of water resources, minimizes flooding and erosion, and considers the risk and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation.'*

*'2.6.20.3. To manage stormwater to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.'*

It is the policy of Regional Council to:

*'2.6.20.7. Work jointly with the local municipalities and the conservation authorities to develop stormwater master plans for serviced settlement areas that:*

- a) are informed by watershed planning; protect the quality and quantity of water by assessing existing stormwater systems and facilities;*



- b) *characterize existing environmental conditions;*
- c) *examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate mitigation and adaptation strategies;*
- d) *incorporate appropriate low impact development and green infrastructure approaches'*

- balance, water quantity, water quality and erosion control;*
- c) *incorporates low impact development and green infrastructure approaches;*
- d) *minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and*
- e) *aligns with the stormwater management plan for the settlement area, where applicable.'*

*'2.6.20.8. Work jointly with the local municipalities and conservation authorities to maximize the extent and function of vegetative and pervious surfaces, thereby reducing the volume of stormwater needed to be managed within developed areas.'*

*'2.6.20.9. Promote and implement stormwater management practices to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.'*

*'2.6.20.13. Direct the local municipalities to require proposals for large-scale development to be supported by a stormwater management plan that:*

- a) *is informed by a subwatershed plan or equivalent;*
- b) *incorporates an integrated treatment train approach which meets stormwater management requirements including for water*

The proposed Caledon Station community supports the above-noted objectives and policies through the provision of natural areas and a stormwater management approach that has been designed to comply with Provincial, Regional, local and Conservation Authority agency requirements. As further described in the accompanying CEISMP, a robust stormwater management strategy is proposed for the entire Caledon Station community to ensure that water and natural heritage resources are protected, flooding risks are minimized and contextually appropriate low impact development strategies are provided. Opportunities to further explore integration of low impact development or green infrastructure strategies will be undertaken as part of the future development approval stages.

Section 2.14 of the ROP contains the Regional policy framework for lands within the Peel Greenlands System. In accordance with Schedule C-1, Greenlands System, portions of the Subject Lands are identified as being components of the Regional Greenlands system. As such, the following apply.

It is Regional objectives to:

*'2.14.1 To identify, protect, restore and enhance the long-term ecological function and biodiversity of the Greenlands System.'*

*'2.14.2 To maintain, restore or, where possible, improve the linkages between and among natural heritage features and areas, hydrologic functions, ground water features and surface water features including shorelines.'*

*'2.14.4 To maintain and enhance ecosystem services and the long-term ecological integrity of the Greenlands System and its resilience and ability to adapt to a changing climate.'*

It is the policy of Regional Council to:

*'2.14.5 Define the Greenlands System as being made up of the following components:*

- a) Core Areas, which are designated and shown generally on Schedule C-2, which are protected, restored and enhanced in this Plan and in the local municipal official plans;*
- b) Natural Areas and Corridors, which will be interpreted, protected, restored and enhanced, as*

*appropriate, in the local municipal official plans;*

- c) Potential Natural Areas and Corridors, which will be interpreted, protected, restored and enhanced and shown, as appropriate, in the local municipal official plans. Potential Natural Areas and Corridors will be analyzed to determine their functional role in supporting and enhancing the ecological integrity of the Greenlands System;....'*

*'2.14.7 Only permit development and site alteration within the Greenlands System in accordance with the policies of this Plan subject to provincial legislation, policies and applicable provincial plans.'*

*'2.14.8 Maintain, restore and improve the diversity and connectivity of natural heritage features and areas within the Greenlands System's components and the long-term ecological function and biodiversity of the Greenlands System, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.'*

In accordance with Schedule C-1, the Subject Lands are subject to the Regional Greenlands System policy overlay. However, in accordance with Schedule C-2 and as further described in the accompanying CEISMP, the Subject Lands do not contain Core Areas. Instead, the Subject Lands and surrounding area contain a number of limited natural features that support the Greenlands System but are not defined components of it. The accompanying CEISMP demonstrates that development of the proposed Caledon Station community, as contemplated, is appropriate and will not adversely impact the long-term health or

ecological function of the on-site natural areas. Furthermore, vegetative buffers of sufficient width are to be provided from the limits of the on-site natural features to ensure the long-term health and ecological function of these natural lands are protected and enhanced for the long-term.

Section 3.6 of the ROP contains the policy framework regarding cultural heritage resources. As stated above, the Subject Lands contain two (2) listed cultural heritage resources. As such, the following apply.

It is Regional objectives to:

- '3.6.1. To identify, conserve and promote Peel's non-renewable cultural heritage resources, including but not limited to built heritage resources, cultural heritage landscapes and archaeological resources for the well-being of present and future generations.'*
- '3.6.2. To encourage stewardship of Peel's built heritage resources and cultural heritage landscapes and promote well-designed built form to support a sense of place, help define community character, and contribute to Peel's environmental sustainability goals.'*

It is the policy of Regional Council to:

- '3.6.6. Direct the local municipalities to include policies in their official plans for the identification, conservation and protection of significant cultural heritage resources, including significant built heritage resources and significant cultural heritage landscapes as required in cooperation with the Region, the conservation authorities, other agencies and Indigenous communities, as appropriate.'*
- '3.6.8. Require cultural heritage resource impact assessments, where appropriate for infrastructure projects, including Region of Peel projects and ensure that recommended conservation outcomes resulting from the impact assessment are considered.'*
- '3.6.10. Require local municipal official plans to include policies where the proponents of development proposals affecting cultural heritage resources provide sufficient documentation to meet provincial requirements and address the Region's objectives with respect to cultural heritage resources.'*

As stated above, the proposed Caledon Station community has been planned and designed to maintain the area's established sense of place and community character. This is to be achieved through retention and sensitive reinvestment to adaptively re-use and re-purpose a listed cultural heritage resource. As described in the accompanying Cultural Heritage Impact Statement ('CHIS'), prepared by Wood, the Subject Lands contain two (2) listed cultural heritage

resources on the Town's Heritage Register. Furthermore, the proposed Caledon Station proposes to adaptively re-use at least one of these cultural heritage resources for a new community facility. The proposed facility, once programming will be determined through a future planning process, will serve to contribute towards a gateway feature into the Caledon Station community from The Gore Road and will maintain the area's established community character and sense of place. The CHIS concludes that the adaptive re-use of the cultural heritage resource, as contemplated, is appropriate and will not adversely impact the listed resource.

Chapter 4 of the ROP contains the Regional growth management policy framework. As lands located within the 'Urban System' component of the Regional Structure and within a Strategic Growth Area, the Subject Lands are an appropriate and desirable location for development to occur. The following apply.

It is Regional objectives to:

- '4.3.2. To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.'*
- '4.3.6. To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.'*

It is the policy of Regional Council to:

- '4.3.16. Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.'*

Development of the Caledon Station community, as contemplated, will serve to support the residential and employment growth projections for the Town of Caledon presented in Table 3 of the ROP. The Subject Lands are an appropriate and desirable location for this growth to occur within the Town of Caledon.

Chapter 5 of the ROP presents the policy framework for how growth and development is to be managed in accordance with the Regional Structure. As shown in **Figure 6** above, the Subject Lands are designated 'Urban System', are located within the Bolton GO MTSA, are located within a Designated Greenfield Area and are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

- '5.4.1. To optimize the use of existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centers, intensification corridors and Major Transit Station Areas.'*
- '5.4.3. To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.'*

*'5.4.6. To optimize the use of existing and planned infrastructure and services.'*

*'5.4.7. Promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.'*

*'5.4.8. To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.'*

It is the policy of Regional Council to:

*'5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-Up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.'*

*'5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, 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 public service facilities.'*

*'5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.'*

The proposed Caledon Station community will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, mixed-use, transit supportive and pedestrian-oriented community on underutilized lands within the Designated Greenfield Area. Furthermore, the community, as contemplated, is in close proximity to planned transit networks, active transportation infrastructure and nearby amenities that will support daily living. Caledon Station will provide for a mixture of land uses in a compact form efficiently utilizing planned services, while also providing housing choice for residents of varying incomes, life stages and lifestyle preferences and also providing a range of local employment opportunities. Finally, the community will provide for a network of parks and open spaces to support the creation of a vibrant, sustainable, complete community where residents are able to live, work, shop and play within their community of choice.

Section 5.4.19, 5.6 and 5.6.17 of the ROP provide policy guidance on development occurring on Urban System lands, within Strategic Growth Areas and within the Designated Greenfield Areas of Peel. The following apply.

It is Regional objectives to:

*'5.4.19.1. To plan and designate greenfields to contribute to complete communities.'*

*'5.4.19.2. To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.'*

*'5.4.19.3. To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.'*

*'5.4.19.4. To protect and enhance the natural environment and resources.'*

*'5.4.19.5. To manage greenfield growth to support Peel's economy.'*

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

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

*'5.6.3. To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*

*'5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*

*'5.6.17.4. To support increased residential and employment densities within these [Strategic Growth Areas] area to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'*

*'5.6.17.5. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

*'5.6.17.6. To encourage transit-supportive development in existing and new Designated Greenfield Areas.'*

It is the policy of Regional Council to:

*'5.4.19.7. Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:*

- Town of Caledon: 67.5 residents and jobs combined per hectare.'*

*'5.4.19.9. Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.'*

*'5.4.19.10. Direct the local 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 and direct the development of high-*



*quality public realm and compact built form.'*

**'5.6.11** *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'*

**'5.6.17.9.** *Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that:*

- a) defines the character;*
- b) establishes transit-supportive density targets;*
- c) considers housing needs in accordance with Policy 5.9.7;*
- d) implements a phasing plan that sequences development in an orderly manner, coordinated with the provision of Regional and local infrastructure, transit and services;*
- h) considers connections and enhancements to the natural heritage system'*

**'5.6.17.13** *Encourage the establishment of nodes and corridors in the Delineated Built-up Area and Designated Greenfield Areas to support compact urban forms and transit-supportive development where frequent transit and higher order transit service is planned.'*

**'5.6.17.17** *Encourage the local municipalities to adopt alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards.'*

The Subject Lands are an appropriate and desirable location for development to occur given their locational attributes of being designated 'Urban System', being located within a Designated Greenfield Area, being within a Strategic Growth Area for Peel and being along the planned GO Transit network – a transit corridor where higher density, compact development ought to be directed.

Furthermore, the Caledon Station community has been planned and designed to facilitate a well-designed, compact, complete community at a transit-supportive density. Overall, the community supports the above-noted objectives and policies by contemplating a mixture of land uses and built forms in close proximity to planned transit services and on planned municipal infrastructure. This will contribute to the creation of Caledon Station as a vibrant, sustainable, complete community where residents, employees and visitors are provided safe, comfortable, convenient access to a range of travel modes and services. It will also support achievement of the minimum Designated Greenfield Area density targets for lands within the Town of Caledon.

Section 5.6.19 of the ROP contains the MTSA policy framework. Given the Subject Lands are located within the Bolton GO MTSA, the following apply.

It is Regional objectives to:

**'5.6.19.1** *Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas.'*

*'5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space and public uses that supports the needs of employees and residents in a walkable environment.'*

*'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.'*

*'5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.'*

It is the policy of Regional Council to:

*'5.6.19.18. Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*

*a) demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*

- b) supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
- c) addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
- d) provides an interconnected and multi-modal street pattern that encourages walking, cycling and the use of transit and supports mixed use development;*
- e) provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
- f) implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
- g) prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;*
- h) supports high quality public realm improvements to enhance the Major Transit Station Area;*
- i) addresses land use compatibility in accordance with the provincial policies, guidelines and standards; and*
- j) considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.'*

In accordance with Schedule E-5, the Subject Lands are located within the Bolton GO Major Transit Station Area ('MTSA'), which is a Primary MTSA. As such, Table 5 of the ROP states that development within this MTSA is to support achievement of a minimum density target of 150 residents and jobs combined per hectare.

Given the Subject Lands are located within the Bolton GO MTSA, the Caledon Station community as contemplated serves to implement the above-noted objectives and policies. More specifically, Caledon Station has been planned and designed as a vibrant, compact, mixed-use, transit-supportive community centred on the Caledon GO Station. As one of the only two MTSA's in the Town of Caledon, the Subject Lands are an appropriate and desirable location for higher density, compact, transit-supportive development to occur. The provision of a diverse range and mixture of land uses, densities and built form will enable Caledon Station to be a well-designed complete community, in an appropriate location, at an appropriate transit-supportive density that supports achievement of the MTSA-wide minimum density target. Additionally, landscape and public realm enhancements will further support the creation of Caledon Station as a safe, comfortable, vibrant community where residents and visitors are able to live, work, play and shop within the community or even within their own building.

Section 5.6.20 of the ROP contains the policy framework for Designated Greenfield Areas. The following apply.

It is Regional objectives to:

*'5.6.20.2. To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and sustainable communities with strong neighbourhood centres.'*

*'5.6.20.3. To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.'*

*'5.6.20.4. To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resources management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.'*

*'5.6.20.6. To ensure that development of the Designated Greenfield Areas is supported by a well connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.'*

*'5.6.20.7. To ensure development in the Designated Greenfield Areas supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households.'*

*'5.6.20.14.6. To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and active transportation and integrates new residential, retail and employment uses.'*

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

*'5.6.20.14.8. To ensure development in the 2051 New Urban Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households.'*

It is the policy of Regional Council to:

*'5.6.20.9 Direct the local municipalities to designate and delineate the Designated Greenfield Areas in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of this Plan.'*

*'5.6.20.11 Where an approved secondary plan is not already in place, require as part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide 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 Plan.'*

*'5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed*

*study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.'*

*'5.6.20.14.13 Require the local municipalities to permit approval of secondary plans in the 2051 New Urban Area that include residential units beyond approximately an initial 10,000 units only after the jurisdiction and financing mechanisms for a complete local transit system are established to the Region's satisfaction.'*

*'5.6.20.14.16. Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:*

- a) the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;*

- b) *provide for the substantial completion of complete communities within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;*
  - c) *coordinate with the efficient and financially sustainable provision of water and wastewater services, as per the Region of Peel's Water and Wastewater Master Plan;*
  - d) *make appropriate considerations for watershed boundaries and the protection, restoration and enhancement of a natural heritage system;*
  - e) *ensure protection of a natural heritage system and water resource system informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;*
  - f) *ensure the efficient provision of a Caledon-wide multimodal transportation system that includes sustainable transportation and transit infrastructure and services, including the alignment of an East-West higher order transit corridor, the conceptual alignment of other higher order transit corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;*
  - g) *identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;*
  - h) *identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process;*
  - i) *provide for the orderly transition from agricultural and agricultural activities and related uses continue for as long as practical; and*
  - j) *feasibility assessments of implementing alternative and renewable energy systems including district energy systems.'*
- The proposed Caledon Station community supports the above-noted objectives and policies by facilitating the creation of a compact, complete community that includes a mix of residential, employment, institutional and recreational uses, located in proximity to planned transit services. It will also further support a logical and natural progression of growth adjacent to the established Bolton community and along the planned GO Transit network where compact, higher density, mixed-use development ought to be located. The community will also support a logical and fiscally responsible allocation of growth in an appropriate location, given the Subject Lands are located within an MTSA and within a Strategic Growth Area. As further

identified in the draft policy directives of the Caledon Station Secondary Plan, a logical phasing and sequencing of growth is to occur. This will be supported by a phasing and sequencing plan to ensure that growth occurs in an appropriate, logical and cost-efficient manner.

Furthermore, the provision of a varied land uses will support the creation of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the community will provide for more than 6,800 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. These units will be provided in various well-designed, high-quality built forms of varying heights and densities. This will further support the range and mix of housing options available in the Macville community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A fine-grain road network, series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience, access to publicly-accessible open spaces and supporting active transportation networks.

*'5.6.20.14.17. Require that the local municipalities' secondary plans be undertaken on the basis of the following studies and technical analysis completed to the satisfaction of the local municipality:*

- a) An agricultural impact assessment for each secondary plan area abutting or adjacent to agricultural areas in the Agricultural System ...*
- d) A Community Energy and Emissions Reduction Plan for each secondary plan area to address:
 
  - i. the feasibility, planning and implementation requirements to achieve net zero carbon emissions and net zero annual energy usage;*
  - ii. the feasibility of implementing alternative and renewable energy systems including district energy systems and outlining policy requirements for their implementation in accordance with objectives to be established for each secondary plan area;*
  - iii. the legal, financing, technical and regulatory requirements necessary to facilitate the implementation of alternative and renewable energy systems;*
  - iv. a strategy and policy direction to implement Regional and local sustainable development guidelines in community, neighbourhood, site and building designs including**



- implementation and phasing in of the current and future energy performance requirements of the Ontario Building Code; and
  - v. a strategy and policy direction to implement electric vehicle charging infrastructure;
- e) A Climate Change Adaptation Plan for each secondary plan area to address:
  - i. the feasibility, planning and implementation requirements relating to the risk and vulnerability to property, infrastructure, public health, natural heritage and water resource systems due to changing climate conditions; and
  - ii. a strategy and policy direction to implement recommendations that reduce community and environmental vulnerability to changing climate conditions including severe weather, increasing temperature and climate shifts; and
- f) A detailed subwatershed study or equivalent study, expanding upon the Region of Peel's Scoped Subwatershed Study, prior to the local municipality endorsing land uses for each secondary plan area and prior to adopting an official plan amendment to implement the secondary plan. The detailed subwatershed study or equivalent study shall be undertaken in accordance with
  - terms of reference prepared to the satisfaction of the Region in consultation with the conservation authorities and other relevant agencies. The detailed subwatershed study or equivalent study shall further implement the direction, targets, criteria and recommendations of broader scale watershed or scoped subwatershed planning studies in consultation with the Region and conservation authorities;
- g) Area-specific environmental implementation reports shall implement the objectives, targets, criteria and recommendations of the broader subwatershed study within the secondary plan area and block plan as required;
- h) Identify a natural heritage system in conformity with the objectives and targets of the detailed subwatershed study. The requirements for natural heritage system protection, restoration and enhancement shall meet or exceed targets and criteria identified by the Region in consultation with the conservation authorities and relevant agencies.;
- i) The implementation of recommendations of detailed subwatershed studies shall be incorporated into the local municipal official plan and secondary plan in accordance with provincial, regional, local and conservation authority policy;
- j) Based on the results of the subwatershed study, the natural heritage system shall be designated in the local municipal official plan with policy direction that development shall not be permitted in the natural heritage system except in accordance with the policies of this Plan or relevant provincial plan.

*k) Consideration of transportation impacts on rural settlements.'*

As described in Section 4.2 of this Report, a number of supporting studies have been completed in support of the Caledon Station community based on the formal Submission Checklist received from Town, Regional and agency staff. In light of recent policy and regulatory framework changes, including the preparation, adoption and approval of the in-effect Peel Regional Official Plan by the Province, it is understood that additional supporting studies are required. For clarity, those studies that are required but have not yet been provided include the above-noted Community Energy and Emissions Reduction Plan (including the alternative and renewable energy systems feasibility analysis), as well as the Climate Change Adaptation Plan. Once Terms of Reference are released for both of these submission items, the appropriate reports will be prepared and provided as expeditiously as possible.

Section 5.6.20.14.22 of the ROP provides a series of policy objectives for the Bolton Residential Expansion area of the Town of Caledon. For clarity, the Bolton Residential Expansion Settlement Area ('BRES') encompasses a portion of the Subject Lands. In an effort to avoid repetition, an analysis of how the proposed Caledon Station community responds to the policy objectives for the BRES area is provided in the Planning Justification Report, prepared by GSAI, dated February 2021 and not repeated here.

Section 5.10 of the ROP contains the transportation policy framework. The following apply.

It is Regional objectives to:

*'5.10.1. To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.'*

*'5.10.2. To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.'*

It is the policy Regional Council to:

*'5.10.13. Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets.'*

*'5.10.16. Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.'*

*'5.10.34.9. Encourage local municipalities to:*

- a) Promote land uses and site design which foster safe and efficient use of sustainable transportation modes along local and Regional roads;*
- b) Work with the appropriate agencies to promote infrastructure and services that encourage implementation of transportation demand management strategies;*
- c) Promote a balance of jobs and housing in communities to reduce the need for long distance commuting;*
- d) Prioritize transit and active transportation to support future travel demand;*
- e) Promote sustainable transportation to and from school sites and routes; and*
- f) For new development in Designated Greenfield Areas and redevelopment, create complete street configurations, densities and an urban form that:
 
  - i. Support walking, cycling and the early integration and sustainable viability of transit services; and*
  - ii. Create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling..'**

As mentioned throughout this Report, the Subject Lands are located in proximity to the planned Caledon GO Station. Given this, the Caledon GO Station and a pedestrian-oriented, fine grain road network have been key features for the proposed community. The Caledon Station community will serve to realize the development potential of the Subject Lands by facilitating compact, mixed-use development to proceed that is transit-supportive, pedestrian-oriented and positioned to better use of planned Regional infrastructure. Furthermore, the proposed compact urban form and mixing of land uses will support alternative modes of transportation and use of the active transportation network.

Additionally, the proposed mixture of land uses within each Neighbourhood district and across the community as a whole will complement the planned range of services and destinations to be provided. This will support the Caledon Station community as a vibrant, sustainable, complete community.

Section 6.5 of the ROP contains the water and wastewater infrastructure policy framework. The following apply.

It is Regional objectives to:

- '6.5.1. To provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.'*

It is the policy Regional Council to:

*'6.5.2 Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water services in the Urban System will be subject to the Regional financial and physical capabilities.'*

As stated above and as further described in the accompanying Functional Servicing Report, the proposed Caledon Station community has been planned to be on full municipal services. The provision of full municipal services is appropriate and can be provided in a cost-effective manner.

#### ***SUMMARY / CONFORMITY STATEMENT***

The Peel Regional Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed Caledon Station community conforms to the policies and objectives of the ROP by providing for a vibrant, sustainable, compact, mixed-use, transit-supportive and pedestrian-oriented, complete community that facilitates higher density development in an appropriate and desirable location. Furthermore, the proposed community will result in a community that is consistent and compatible with the envisioned evolution of the Macville community as outlined by the Urban System, Strategic Growth Area, Growth Management and Transportation System policies. In our opinion, the proposed Caledon Station Secondary Plan community is in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

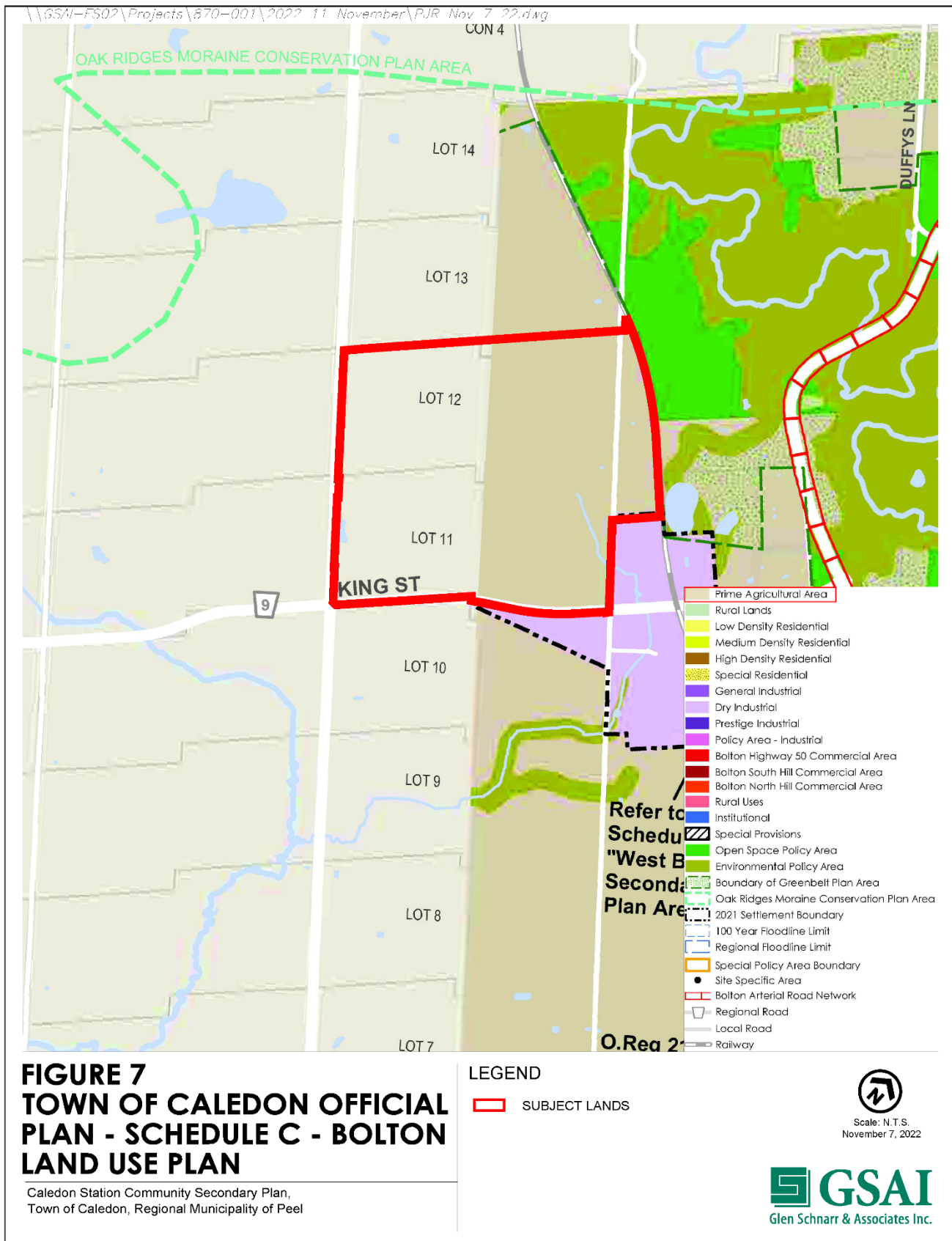
## **5.4 / TOWN OF CALEDON OFFICIAL PLAN, 2018**

The Town of Caledon Official Plan ('OP') was adopted by Town Council in 1979. Since this time, the OP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect OP identifies where and how the Town of Caledon is to grow up to the year 2031 based on a Town Structure (Schedule A) comprised of various components. The Subject Lands are located within the Agricultural and Rural Area component of the Town Structure (see Figure 7).

We note that the Town of Caledon is presently completing an Official Plan Review exercise. This exercise, referred to as the 'Future Caledon' initiative will culminate in a new Town-initiated Official Plan to ensure the OP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recently completed Region of Peel Municipal Comprehensive Review (referred to as the 'Peel 2051+' initiative) exercise, and implements key policy recommendations arising from the completion of recent Town initiatives and ongoing Town initiatives.

For the purpose of this Report, the April 2018 Office Consolidation has been reviewed and evaluated. The following is an analysis of the applicable in-effect OP policies and an evaluation of how the proposed Caledon Station Secondary Plan community will serve to better implement Provincial and Regional policy.





Chapter 3 of the OP establishes the policy framework for how development is to be managed. Specifically, development is to be encouraged in appropriate locations, while facilitating sustainable development and protection of the natural environment. The following policies apply.

*'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 ....'*

*'3.1.3.7.2. Once design guidelines are established by Council, proponents for development and redevelopment shall demonstrate how the proposal addresses the applicable design guidelines, to the satisfaction of the Town.'*

As outlined in the accompanying Healthy Development Assessment, prepared by NAK Design Strategies, the Caledon Station community has been planned and designed to achieve and advance the Town of Caledon's sustainability objectives. Given that the community has been planned and designed as a continuation of the sustainability elements outlined in the draft, accompanying Macville Community Secondary Plan, redevelopment of the Subject Lands as contemplated continues to provide for development that addresses sustainability objectives.

*'3.2.2.2. To identify, protect, maintain, and, as appropriate, enhance and restore ecosystem forms, functions and integrity within Caledon through the implementation of appropriate designations, policies and programs.'*

*'3.2.4.1. All development and uses shall be subject to the ecosystem principle, goal, objectives, planning strategy, policies and performance measures contained in this Plan.'*

*'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.'*

As stated throughout this Report and as outlined in the accompanying CEISMP, prepared by Beacon Environmental, the Subject Lands do not contain natural features that are components of the Regional or local Natural Heritage System. More specifically, the Subject Lands contain a selection of drainage features. In order to provide for the long-term protection and health of these features and the natural environment, the proposed Caledon Station community has incorporated these areas as environmental areas and a vegetative width of sufficient width to protect the health and ecological function of the features is to be provided. This approach complies with the above-noted environmental policy objectives and will facilitate an innovative development pattern that prioritizes the natural environment and its ecological functions.

*'3.3.3.1.11. 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.'*

*'3.3.3.3.2. Built Heritage Resources Inventory  
An inventory of built heritage resources and their contextual landscape elements shall be prepared and maintained through the Heritage Resource Office. Inventoried built heritage resources may be considered for designation under the Ontario Heritage Act and / or for conservation in the Town's consideration of any proposed development or undertaking, subject to all relevant legislation....'*

*'3.3.3.3.3. Retention / Relocation of Heritage Buildings  
The Town shall encourage the retention of significant built heritage resources in their original locations whenever possible. Before such a building is approved for relocation to another site, all options for on-site retention shall be investigated....'*

As stated throughout this Report, the Subject Lands contain two (2) listed cultural heritage resources on the Town's Heritage Register. In order to maintain, conserve and preserve these resources, the proposed

Caledon Station community contemplates an adaptive re-use of one of these resources. It is currently anticipated that this resource would be renovated in a contextually appropriate manner and could be utilized for community uses and / or programming. Through the inclusion and conservation of the resource, the Caledon Station community is able to maintain the established character and maintain a connection with the area's history. As further described in the accompanying Cultural Heritage Impact Assessment, the proposed adaptive re-use of the listed resource is appropriate and will not adversely impact the resource. It concludes that no mitigation efforts are required.

*'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.'*

The Subject Lands are located within the Region's 2051 Urban Area. As such, the Subject Lands are an appropriate and desirable location for development to occur. As further described in the accompanying Housing Assessment, prepared by GSAI, the proposed community, as contemplated, serves to implement the above-noted housing policy objectives by facilitating new housing units of varying sizes, configurations and densities. This will contribute to directing new housing to a settlement area and to providing greater housing choice to current and future residents of the Caledon Station community.

Chapter 4 of the OP establishes the policy framework for how growth is to be managed. Growth is to be directed to key components of the Town Structure, including the Rural Service Centres, Villages, Hamlets, Industrial / Commercial Centres and the Palgrave Estate Residential Community areas. Collectively, these areas are to receive the majority of Caledon's future growth. The following policies apply

**'4.1.1.2.1.** *To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.'*

**'4.1.1.2.2.** *To allocate growth according to the hierarchy of settlements to foster and enhance the distinct community character of settlements in Caledon, develop Caledon as a complete community, ensure equitable and efficient provision of services, maintain a high quality of life and promote economic development and employment.'*

**'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 Caledon Station community, as contemplated, achieves the above-noted policy objectives by facilitating compact, mixed-use, transit-supportive development on lands within the Region's 2051 Urban Area and Bolton Rural Service Centre area. Furthermore, the proposed community will support the creation of Caledon Station as a complete, urban community that contains a mix of uses, services and facilities to enable the daily needs of residents and visitors to be met.

**'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.'*

As stated throughout this Report, the Subject Lands are located within the Region's newly defined Bolton GO MTSA. As such, the proposed community supports the above-noted policy objective by facilitating compact, mixed-use, transit-supportive development on lands within an MTSA and in accordance with the development objectives established by Provincial and

Regional policy and in the draft Caledon Station Secondary Plan.

*'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.'*

The Caledon Station community has been planned to be a natural and logical extension of growth. Furthermore, the proposed community will provide for the creation of a vibrant, complete community with a mix of uses, densities and built form, a broad range of housing options and direct connections to transit and active transportation networks.

*'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.'*

In accordance with Schedule A1, the Subject Lands are located along a planned transit corridor. As described further in Section 5.3 of this Report, the Subject Lands are located within the Bolton GO MTSA, within the Region's Designated Greenfield Area and within a Strategic Growth Area. When considered collectively, these characteristics make the Subject Lands an appropriate, desirable and logical location for development to occur. The proposed community has been planned and designed to facilitate compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that is at an appropriate location and at an appropriate transit-supportive density to support nearby transit services, while also being in proximity to planned services and amenities to support daily needs.

As well, the proposed development will meet or exceed the current Region of Peel and Town of Caledon Official Plan policy minimum density targets, while also meeting or exceeding the A Place to Grow minimum density target of 150 persons and jobs per hectare. This will be achieved through the provision of a wide range and mix of housing unit types and built forms.

Chapter 5 of the OP establishes the policy framework for how lands are to be used. More specifically, the OP establishes a series of policies based thematic considerations including transportation, as well as policies based on land use designations. The following policies apply.

**'5.9.4.4.** *Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic.'*

**'5.9.4.6.** *The Town shall, in co-operation with various jurisdictions as appropriate, undertake or participate in transportation studies as needed to determine and refine transportation requirements and to designate and protect corridors / areas required for future transportation infrastructure. Amendments to the transportation policies and Schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system.'*

**'5.9.5.4.1.** *The Town may examine from time to time the need for a public transit service, as warranted by economic feasibility and service demand, and will incorporate the transit function in the planning and development process by:*

- a) Establishing a grid system for roads as development occurs, to enable effective transit use for community services, the efficient*

*movement of traffic and emergency vehicle access;*

- b) Including future public transit facilities in the formulation of secondary plans;*
- c) Providing future transit facilities in staging settlement expansions and future development;*
- d) Including future public transit facilities in the approval process for subdivision plans, site plans and other development proposals;*
- e) Locating high density residential or commercial developments on anticipated transit routes or within 400 metres of those routes;'*

**'5.9.5.4.2.** *The Town will collaboratively work with the Region, Metrolinx, Province, neighbouring municipalities and other appropriate jurisdictions to:*

- a) Expedite provision of GO Rail service to Bolton;*
- b) Protect the location for the future GO Rail service that has been identified by Metrolinx and the Province;...'*



*'5.9.5.5.4. In new developments in the designated greenfield areas, the Town shall endeavor to create street configurations, densities and urban form that support walking, cycling and the early integration and sustained viability of transit services.'*

*'5.9.5.9.1. The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.'*

*'5.9.5.9.3. Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks.'*

As demonstrated in Figure 1, the Subject Lands are located within the Bolton community, along the CPR corridor, in proximity to the planned Caledon GO Station and within the Bolton GO MTSA. These locational attributes, combined with the policy directions identified above, make the Subject Lands an appropriate and desirable location for higher density, compact, transit-supportive development to occur. The Caledon Station community is planned to provide for development comprised of various built forms with varying heights, situated within walking distance of planned transit and active transportation networks. This will support planned infrastructure, transit and active transportation networks. Furthermore, as demonstrated in the accompanying Transportation Study, prepared by BA Group, the proposed community can be accommodated by the existing and planned road network.

As the Bolton Rural Service Centre is identified as one of the components of the Town's Settlement hierarchy, the following policies apply.

*'5.10.3.2. Development of settlements will take place within the following hierarchy:*

- a) Rural Service Centres – compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town..'*

*'5.10.3.5. Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.'*

*'5.10.3.6. Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for development.'*

*'5.10.3.10. The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space systems, and streetscape(s) of the community.'*

The proposed community has been planned and designed to be a component of the broader Bolton community. As such, the community will facilitate compact, mixed-use development in an appropriate location that will contribute to the completion of the proposed Caledon Station Secondary Plan as a healthy, complete community. As demonstrated in the accompanying Functional Servicing Report, the proposed community will be on full municipal services. Furthermore, the community will facilitate a range of uses, facilities and services needed to support daily life to be provided within a comfortable walking distance of residents.

Section 5.10.4.5 of the OP contains detailed policy directions for Bolton. This includes 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. Current land use designations for Bolton are identified on Schedule C, Bolton Land Use Plan of the OP. The proposed Caledon Station Secondary Plan seeks to build on current OP policies and seeks to establish specific policies related to the proposed development pattern.

## SUMMARY / CONFORMITY STATEMENT

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The Town of Caledon Official Plan ('OP'), as amended, guides land use planning and development across the Town. The above analysis demonstrates that the proposed Secondary Plan conforms to the objectives and policies of the OP by facilitating the creation of a new compact, complete community on lands designated for growth to occur. The proposed community directs better utilization of land, resources and infrastructure to facilitate development that is at an appropriate density, will provide for greater housing choice and is in proximity to planned transit networks, services and facilities. Therefore, it is our opinion that the proposed community will serve to better implement the applicable policies and objectives for these lands within the Town of Caledon Official Plan.

## 6 \ SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed Caledon Station community represents an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Peel Regional Official Plan and the Town of Caledon Official Plan. Furthermore, based on the existing physical context and surrounding community, a technical assessment of the proposed community as well as an analysis of the community within the current policy and regulatory context of the Province, Region and Town, we conclude the following:

1. The proposed community represents appropriate development on the Subject Lands given the emerging vision for Bolton;
2. The proposed community provides for the provision of appropriately designed and compatible development for the Caledon Station community that will contribute to the establishment of a compact, pedestrian-oriented, transit-supportive, complete community;
3. The proposed community is consistent with the Provincial Policy Statement, 2020;
4. The proposed community conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020;
5. The community conforms to the policy directions of the approved in-effect Peel Regional Official Plan (to 2051);
6. The proposed community has been designed to conform with the in effect and

emerging Town of Caledon Official Plan policy directives;

7. The proposed community will support the creation of Caledon Station as a vibrant, healthy, complete community directly accessible from the planned Caledon GO Station;
8. The community can be adequately serviced by planned municipal services; and,
9. The community is in keeping with the character and planned context of the Caledon Station community and it provides an opportunity for appropriate and desirable greenfield development within the Town. Additionally, the community upholds the overall Town Structure set out in the Town of Caledon Official Plan and further implements the development objectives as identified in the Official Plan.

Accordingly, it is our opinion that the proposed Caledon Station community, via a new Secondary Plan, is appropriate, represents good planning and implements the Town, Regional and Provincial vision for the Subject Lands.

Respectfully submitted,

**GLEN SCHNARR & ASSOCIATES INC.**



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