

TOWN OF CALEDON
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PLANNING OPINION REPORT

Zoning By-law Amendment and Draft Plan of Subdivision
Mayfield West Phase 2 – Stage 3

Prepared For:
Brookvalley Project Management Inc.

April 2024



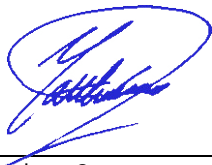
Zoning By-law Amendment and Draft Plan of Subdivision

Planning Opinion Report

**Part of Lots 19, 20 and 22, Concession 2 and Part of Lots 21 and 22,
Concession 1
Mayfield West Phase 2 Stage 3
Caledon, ON**

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1.0

Background

Brookvalley is submitting a Draft Plan of Subdivision and Zoning By-law Amendment to permit the development of the Mayfield West Phase 2 Stage 3 community in the Town of Caledon. This section describes the purpose of the report and summarizes the property location and context.

1.1 Overview

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for School West Investments Inc., School Valley South Ltd.; School Valley Developments Ltd.; and Brookvalley Developments (HWY 10) Ltd. (hereinafter collectively referred to as “Brookvalley”). Brookvalley owns approximately 155 hectares of land located within Phase 2 – Stage 3 of the Mayfield West Study Area in the Town of Caledon.

Brookvalley is proposing to develop a total of 2,468 residential dwellings, comprised of 1,031 single-detached dwellings, 726 street townhouse dwellings, 32 laneway townhouse dwellings, and 630 residential units within the two proposed medium density blocks, 49 residential units in future development blocks, two commercial blocks, four parks, an elementary school, eight stormwater management facilities and a protected natural heritage system.

A Preliminary Application Review Committee (“PARC”) meeting was held on November 23, 2023 with Town of Caledon staff. This Planning Opinion Report is submitted to accompany and support the Zoning By-law Amendment and Draft Plan of Subdivision Pre-consultation (DART) Review Applications to satisfy the complete application requirements identified in the PARC Meeting form issued by the Town of Caledon on January 17, 2024.

A detailed description of the lands subject to these applications are provided in Section 1.2 of this report. A breakdown of the proposed Draft Plan of Subdivision is provided in Section 2.0 of this report.

1.2 Location and Context

The lands subject to the Zoning By-law Amendment and Draft Plan of Subdivision applications consist of 5 parcels of land approximately 155 gross hectares in size, as illustrated on Figure 1 (the “Subject Lands”). The Subject Lands are located north of the Mayfield West Phase 2 Secondary Plan, east of Chinguacousy Road, south of Old School Road, and west of Hurontario Street. The Subject Lands have frontages of approximately 619 metres along Old School Road, 260 metres along Hurontario Street, 475 metres along Chinguacousy Road and 417 metres along McLaughlin Road. The Subject Lands currently consist of primarily agricultural and rural residential land uses.

Figure 1: Subject Lands

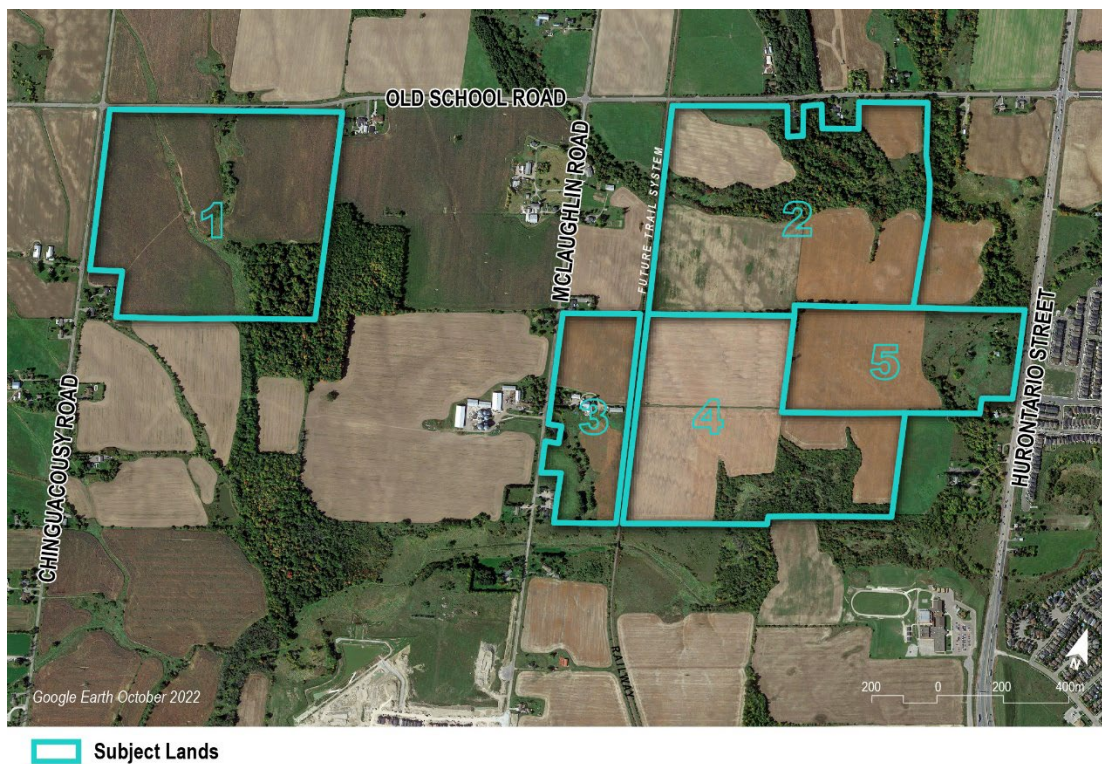


Table 1: Property Description

#	Municipal Address	Legal Description	PIN	Site Area (ha)	Owner
1	N/A	PT LT 22 CON 2 WHS CHINGUACOUSY AS IN RO463888, EXCEPT PTS 1 & 2, 43R15095; CALEDON	142520059	40.0	School West Investments Inc.

2	N/A	PT LT 22 CON 1 WHS CHINGUACOUSY AS IN RO842946; CALEDON	142520117	45.4	School Valley Developments Ltd.
3	12711 McLaughlin Rd.	PT LT 21, CON 1 WHS (CHING) DES AS PT 2, PL 43R36392 TOWN OF CALEDON	142520964	13.2	School Valley South Ltd.
4	12711 McLaughlin Rd.	PT LT 21, CON 1 WHS (CHING) DES AS PT 1, PL 43R36392 TOWN OF CALEDON	142520963	36.8	School Valley South Ltd.
5	N/A	PT LT 21, CON 1 WHS CHING, DES PT 1, 43R32166; CALEDON	142520955	20.2	Brookvalley Developments (HWY 10) Ltd.
Total Land Area within MW 2-3 (ha)				155.4	

1.2.1 Surrounding Lands

The Subject Lands are surrounded by the following uses:

North:

- Old School Road
- Agricultural uses
- Rural residential dwellings

East:

- Hurontario Street (Highway 410)
- Mayfield West Phase 1 community (residential, institutional, and commercial uses)
- Phase 3 future development lands within Mayfield West Study Area

South:

- Mayfield West Phase 2 Community

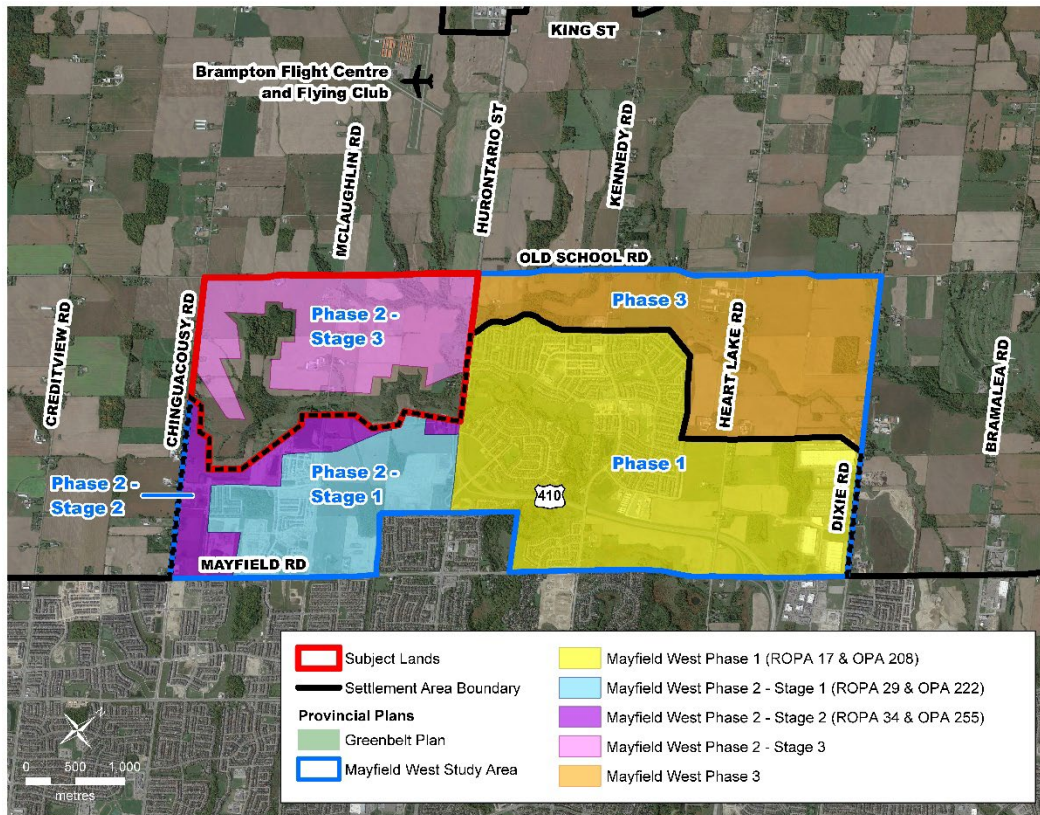
West:

- Chinguacousy Road
- Agricultural uses
- Rural residential dwellings

1.3 Planning Context

The Subject Lands are located within the Mayfield West Study Area within the Mayfield West Phase 2 Stage 3 (“MW2-3”) Lands. The MW2-3 lands are the next stage of development to round out the Mayfield West Study Area, which has been contemplated to accommodate a substantial portion of the Town of Caledon’s growth and development since 1997. Figure 2 provides a graphic depiction of the progression of growth in Mayfield.

Figure 2: Progression of Growth in Mayfield West



On July 15, 2022, Brookvalley submitted an Official Plan Amendment (“OPA”) application to include the Mayfield West Phase 2 Stage 3 lands within the Mayfield West Rural Service Centre boundary and re-designate them for urban land uses within the Mayfield West Phase 2 Secondary Plan. The application was refused at the Town of Caledon Council meeting on February 21, 2023 on the basis that the application was ‘incomplete’ and premature.

On October 24, 2023, Town of Caledon Council adopted a motion which deemed the OPA application ‘complete’ under the *Planning Act*. The OPA application (OPA 2023-0006) has been circulated to review agencies and is currently under review with the Town.

As part of this adopted motion, it was resolved that Brookvalley be permitted to submit DART applications for a Plan of Subdivision and Zoning By-law Amendment for the Subject Lands. This Draft Plan of Subdivision and ZBA application is being submitted in accordance with this Council resolution. Further, these applications are being prepared and submitted on the basis that the Subject Lands are included in the Mayfield West Phase 2 Secondary Plan, as proposed by the MW2-3 OPA Application.

2.0

Proposed Development

This section summarizes the proposed development consisting of 1,031 single-detached dwellings, 726 street townhouse dwellings, 32 laneway townhouse dwellings, and 630 residential units within the two proposed medium density blocks, 49 residential units in future development blocks, two commercial blocks, four parks, an elementary school, eight stormwater management facilities and a protected natural heritage system.

2.1 Proposed Draft Plan of Subdivision

The Draft Plan of Subdivision (the “Draft Plan”) prepared by Malone Given Parsons Ltd., proposes development of the Subject Lands to accommodate low density residential dwellings, two medium density residential blocks, two commercial blocks, four parks, an elementary school, eight stormwater management facilities and a natural heritage system.

A total of 2,479 residential dwellings are proposed, of which 1,031 are single-detached dwellings, 726 are street townhouse dwellings, 32 are laneway townhouse dwellings, and 630 are residential units within the two proposed medium density blocks. There are 49 residential units proposed as part lot and future development blocks. The single detached units consist of a mix of 9.5 metre and 11.6 metre frontages and are accessed by public rights-of-way. The townhouse units have 6.1 metre frontages and consist of a mix of street and rear lane access units. The two proposed medium density residential blocks are intended to accommodate higher density grade-related built forms such as townhouses, rear-lane townhouses, back-to-back and stacked townhouses. Preliminary unit assumptions have been calculated for these development blocks to ensure that the blocks are appropriately sized to meet the density targets established in the Mayfield West Phase 2 Secondary Plan.

Two commercial blocks are located at the intersection of Old School Road and Street ‘D’ and Hurontario Street and Street ‘A’ to serve residents’ local shopping needs.

Four parks are proposed totalling 10.80 hectares in size. The largest park (Block 1161) is co-located with the elementary school. Park Block 1162 is located within the Greenbelt, outside of the natural heritage features. The remaining park blocks are strategically located adjacent to natural and active transportation systems to facilitate a well-

connected open space and pedestrian-friendly environment.

Eight stormwater management facility blocks are located throughout the Subject Lands to service the proposed development. The locations of the stormwater management facilities are in accordance with the findings of the Functional Servicing Report prepared by Candevcon, dated April, 2024. Three of the eight stormwater management facilities are located or partially located within the Greenbelt, outside of natural heritage features.

The remaining Greenbelt lands are proposed to be maintained as natural areas and will be conveyed to the Toronto and Region Conservation Authority and/or the Town of Caledon at the time of Draft Plan registration.

Vehicular traffic will access the Subject Lands from the existing Old School Road, Hurontario Street, McLaughlin Road, and Chinguacousy Road. Four collector roads, Streets A-D, will accommodate north-south and east-west movements throughout the site.

The proposed Draft Plan is provided in Figure 3 below and included in the application submission. Table 2 summarizes the general land use statistics of the proposed development.

Table 2: General Land Use Statistics

Land Use	Area (ha)
Total Developable Area	103.39
Residential	56.55
Single Detached Units	33.59
Townhouse Units	15.09
Medium Density Residential	7.87
Parks & Open Space	10.89
Park	10.8
Vistas and Walkways	0.09
Roads & Road Widening	26.87
Roads	25.96
Future Road	0.3
Road Widening	0.6
0.3m Reserves	0.01
Elementary School	2.89
Commercial	4.92
Future Development	1.27
Total Non-Developable Area	52.43
Pumping Station	0.09
Stormwater Management Pond	7.14
Natural Heritage System	45.17

Future Natural Heritage System	0.03
Total Land Area	155.82

Figure 3: Draft Plan of Subdivision



2.2 Housing Mix

The Draft Plan proposes a variety of unit types for the Subject Lands, including 1031 single-detached units, 726 street townhouse units, 32 rear-lane access townhouse units, and 630 residential units within the medium density block. There are 49 residential units proposed as part lot and future development blocks. The unit types proposed for the medium density block will be determined at a future site plan application, however, will be consistent with the Mayfield West Phase 2 Secondary Plan, as amended, and will accommodate a range of townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses. Table 3 below provides the housing mix and unit types contemplated for the Draft Plan.

Table 3: Housing Mix and Unit Types

Land Use	Units
Single Detached Units	1031
Single detached – min. 11.6 m (38 foot) frontage	575
Single detached – min. 9.2 m (30 foot) frontage	456
Townhouse Units	758
Street Townhouses – min. 6.1 m (20 foot) frontage	726

Rear-access Townhouses – min. 6.1 m (20 foot) frontage	32
Medium Density Units	630
Future Development Units	49
Total Units	2,468

2.3 Density

In accordance with the provisions of the Mayfield West Phase 2 Secondary Plan, as proposed to be amended by POPA 2023-0006, densities are to be calculated based on the land area proposed to be developed for residential homes, exclusive of public rights-of-way, railway rights-of-way, school blocks, Open Space Policy Area, Environmental Policy Area, and stormwater management blocks (Section 7.14.5.1.3). Based on the above, the net residential area of the Subject Lands shown on the Draft Plan is 56.55 hectares. With the proposed 2,468 units, the Draft Plan would achieve a net residential density of approximately 44 units per hectare.

A Development Staging and Sequencing Plan is currently being prepared for the OPA application and has not been finalized. As such, the estimated population and density for the Subject Lands is calculated using the Town’s Development Charges Background Study dated March 2019.

Table 4: Projected Population

Unit Type	Population per Unit	Number of Units	Projected Population
Low Density	3.66	1031	3,773
Medium Density	2.97	1388	4,122
Total	n/a	2419	7,896

Note:

(1) - PPU from Town of Caledon 2019 Development Charges Background Study, prepared by Watson & Associates Economists Ltd, dated March 2019

Table 5: Proposed Density

New Community Area Density Analysis	
Units	2,468
People ⁽¹⁾	7,896
Jobs ⁽²⁾	1,105
People and Jobs per Hectare @ 103.39 ha	87

Notes:

(1) - Persons per unit assumption based on Town of Caledon Development Charges Background Study, March 2019

(2) - Worked at home jobs based on 14% of the population worked from home in 2021 Census

Based on the proposed population and employment targets established in the Mayfield West Phase 2 Secondary Plan, as proposed to be amended by OPA 2023-0006, the MW2-

3 lands are anticipated to accommodate a total of 13,061 people and 914 population-related jobs, for a total density of 67.2 people and jobs combined per hectare. Based on the anticipated 2,468 residential units, the proposed development is estimated to accommodate 7,896 people and 1,105 work-from-home jobs to achieve an overall density of 87 people and jobs combined per hectare. The proposed development is anticipated to achieve and exceed the targets proposed for the MW2-3 lands.

3.0

Development Considerations

The technical studies required to support the development application have been prepared and conclude the proposed development is appropriate. This section provides a brief overview of the supporting studies for the development applications.

3.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Group Inc. dated April 2024. The purpose of this report is to demonstrate that the development can be graded and serviced in accordance with the Town of Caledon, Peel Region, Toronto Region and Conservation Authority, and the Ministry of Environment, Conservation and Parks (MECP) design criteria. The report makes the following conclusions and recommendations:

- Sanitary sewer servicing can be achieved by connecting to a proposed Sewage Pumping Station on McLaughlin Road that will outlet to an existing trunk sewer on McLaughlin road to service the East Side of the Subject Lands
- Sanitary servicing can be achieved by connecting to a proposed sanitary trunk sewer to be constructed on Chinguacousy Road to service the West Side of the Subject Lands
- Water supply can be provided to the East Side via connections to the proposed trunk watermains to be constructed on McLaughlin road and Hurontario Street
- Water supply can be provided to the West Side via connections to the proposed trunk watermains to be constructed on Old School Road and Chinguacousy Road
- Stormwater management objectives can be achieved through the proposed SWM Ponds 1-8
- Details of the stormwater management system will be finalized during the detailed design stage of the Draft Plan of Subdivision;
- Erosion and sediment control measures will be installed as recommended.

3.2 Environmental Impact Study

An Environmental Impact Study was completed by Palmer Environmental Consulting Group, dated April 2024. The purpose of this report is to provide a characterization and summary of the natural heritage features, functions and constraints and the associated

Natural Heritage System to guide the development potential of the Study Area. Environmental constraints have been determined, as part of this process, through review of numerous past studies, field investigations, assessment of significance and the applicable natural heritage policies.

A review and confirmation of the constraints and opportunities was completed with the design and planning teams before proposing the preferred land use planning scenarios. Through collaboration with technical experts and the land use planning team, the proposed development plan, which minimizes environmental impact and meets integrated community design objectives was developed. The EIS utilizes the background information for the identification of the existing ecological conditions as a foundation for the determination/confirmation of appropriate development limits.

3.3 Transportation Impact Study

A Transportation Impact Study was completed by GHD Limited, dated April 2024. The purpose of this report is to determine the site related traffic and subsequent traffic related impacts on the adjacent road network during the weekday a.m. and p.m. peak hours. These impacts are based on the projected future traffic and road network conditions derived for a 2026, 2029, 2031, 2036, and 2041 future planning horizon year.

To mitigate capacity issues along the study area roads, the following improvements have been recommended in previous studies and are assumed to be constructed in the latest analysis:

- Widening of Mayfield Road from 2 to 6 lanes (Chinguacousy Road to Hurontario Street)
- Widening of Old School Road from 2 to 4 lanes (Chinguacousy Road to Hurontario Street)
- Widening of McLaughlin from 2 to 4 lanes (Old School Road to Mayfield Road)
- Widening of Hurontario from 4 to 6 lanes (north of Highway 410)
 - An auxiliary right-turn lane in the northbound and southbound directions
- Signalization of the intersection of Old School Road & Chinguacousy Road, Old School Road & McLaughlin Road, McLaughlin & Street A, Hurontario Street & Street A

Despite the recommended road widening along Hurontario Street, capacity issues are still prevalent at study intersections along Hurontario Street due to the high through volumes. The GTA West Corridor project proposes to extend Highway 410 to the proposed Highway 413 and would result in less through volume along Hurontario Street. Further studies will be required to evaluate the impact of the proposed Highway 410 extension on the Hurontario Street corridor within the study area.

3.4 Geotechnical Reports

A total of four (4) Geotechnical Investigations were prepared by Soil Engineers Limited, dated January and February 2024. The general purpose of these investigations was to reveal the subsurface conditions and to determine the engineering properties of the disclosed soils for the design and construction of a proposed residential development.

The investigations revealed that beneath the surficial topsoil layer, the subsoil profile generally consists of silty clay and silty clay till overlying silty fine sand/sandy silt/silt deposits, which in turn bed onto a sandy silt till deposit in places.

The conclusions of the soil investigations determined that the soils are suitable or can be engineered to be suitable for development and there are no issues with the proposed development.

3.5 Hydrogeological Study

A Hydrogeological Investigation Report was prepared by Palmer dated April 2024. The purpose of this report is to provide site-specific soil and groundwater information for the Subject Lands.

The report concludes with the following findings:

- The study area is located within the South Slope physiographic region and is characterized by predominately clayey silt to silty clay Halton Till soils, derived from former glacial lakes.
- Fine to medium sand and silt deposits associated with the Oak Ridges Moraine Formation were identified in the northwestern portion of the study area through the results of borehole drilling.
- The site is located within the Etobicoke Creek Headwaters Subwatershed. The creek flows south towards Lake Ontario and is located along the eastern and southern boundaries of the site.
- Halton Till is the dominant surficial unit across the site
- For groundwater quality, no exceedances were determined with the exception of turbidity, which is related to aquifer materials and sampling methods.
- Results indicate shallow groundwater depths ranging between 2.26 mbgs (MW-7s) and 9.14 mbgs (MW-8). It is expected that local shallow groundwater flow follows topography and is directed towards the valleylands of Etobicoke Creek and its associated tributaries. The water table is generally deeper near the north corner of the site near the Etobicoke Creek valley and Old School Road (approximately 4.29 – 9.14 m below ground). It is expected that local shallow groundwater flow follows topography and is directed towards the Etobicoke Creek valley and topographic depressions.
- With the implementation of the mitigation measures recommended in this report, no impacts to groundwater quality or quality are expected

3.6 Noise Impact Study

A Noise Impact Study was prepared by Candevcon Group Inc., dated April 2024. The purpose of the report is to assess and measure current noise levels and the potential future impacts of local noise to the residential developments and provide recommendations for mitigations measures where relevant.

The following conclusions are made:

- To attenuate the outdoor daytime sound level, a number of recommendations are proposed of which include providing acoustic barriers along certain properties identified in the Noise Impact Study.
- Mandatory central air conditioning is required for a number of units because the daytime sound levels in the plane of a bedroom or living/dining room window are greater than 65 dBA L_{eq} and/or the night-time sound levels in the plane of a bedroom or living/dining room window are greater than 60 dBA L_{eq}
- Forced air heating with provision for central air conditioning is also required for a number of dwelling units whose daytime sound levels in the plane of a bedroom or living/dining room window are greater than 55 dBA L_{eq} and less than or equal to 65 dBA L_{eq} , and/or the night-time sound levels in the plane of a bedroom or living/dining room window are greater than 50 dBA L_{eq} and less than or equal to 60 dBA L_{eq}
- Forced air heating with provision for central air conditioning is required for residential lands that are between the 25 and 30 NEF/NEP contours.
- Special building components are required for a number of dwellings units due to impacts from roadway traffic have daytime sound levels in the plane of a bedroom or living/dining room window are greater than 65 dBA L_{eq} and/or the night-time sound levels in the plane of a bedroom or living/dining room window are greater than 60 dBA L_{eq} ;
- Residential lands with the 25 NEF/NEP contour require special building components due to impacts from aircraft noise;
- The residential uses will not be affected by commercial blocks 1156 and 1157.
- A noise impact assessment will be conducted for the future development of the Medium Density Residential when plans become available.

4.0

Planning Policy Analysis

This section of the report reviews the Provincial, Regional, and Municipal major policy areas when considering development on the property, particularly those policies related to growth management, appropriate range and mix of uses, compatibility with surrounding uses, parkland dedication requirements, environmental constraints and opportunities, and sustainability and climate change.

4.1 Provincial Policy Statement, 2020

The PPS 2020 is in effect as of May 1, 2020 and replaces the previous PPS 2014. The PPS 2020 provides policy direction on matters of provincial interest related to land use planning and development. In particular, the PPS provides long-term guidance for the development of healthy, liveable and safe communities, a clean and healthy environment, and a strong economy. To achieve this, the PPS provides direction for focusing development in existing settlement areas and away from sensitive environments and natural or human-made hazards. Planning decisions must be consistent with the policies of the PPS.

The Subject Lands are considered a “Designated Growth Area” within the “Settlement Area” as defined by the PPS.

4.1.1 Building Strong Healthy Communities

It is the intent of the PPS in Section 1.1 to ensure that development occurs in a manner that optimizes cost, land, and infrastructure while protecting for the natural environment. It emphasizes the importance of accommodating growth through intensification to promote healthy, economically diverse, and environmentally sensitive communities and to provide for an appropriate affordable and market-based range and mix of housing types and densities to meet projected requirements of future growth (Section 1.1.1, Section 1.1.3 and Section 1.4).

Section 1.1.3 focuses growth and development to Settlement Areas and re-iterate the importance of promoting efficient development patterns, protecting resources, promoting green space, ensuring the effective use of infrastructure and public service facilities, and minimizing unnecessary public expenditures (Section 1.1.3.1, and 1.1.3.2). Section 1.1.3.2 of the PPS encourages land use patterns within Settlement Areas have a

range and mix of densities and land uses that efficiently use land, resources and planned infrastructure services and support active transportation.

New development in Designated Growth Areas should occur adjacent to the built-up area and should provide compact development that promotes a mix of uses and densities as to allow for the efficient use of infrastructure, public service facilities, and transportation. Designated Growth Areas refer to lands within Settlement Areas designated in an official plan for growth over the long-term planning horizon, but which have not yet been fully developed. Section 1.4.1 also provides that at all times, municipalities must have the ability to accommodate residential growth for a minimum of 15 years through intensification, redevelopment, and development of designated growth areas (Section 1.4.1).

The policies of the PPS promote healthy, active communities through the promotion of safe and equitable streets and open spaces which meet the needs of pedestrians, foster social interaction, and facilitate community connectivity. This includes the planning and provision of recreational facilities, parks and public open space and trails and linkage systems (Section 1.5.1).

The Subject Lands are located immediately north of the Mayfield West Phase 2 Secondary Plan area and are located within a settlement area designated for growth. The proposed development represents contiguous development and the efficient use of land, existing and planned infrastructure, and public services facilities. In particular, the lands are identified as Phase 1 of the new growth areas in Caledon, and their development is consistent with the Town's growth management plans and objectives.

The proposed development proposes an efficient development pattern comprising a range and mix of land uses, including residential uses comprising of a range of densities, commercial uses, institutional and open space uses.

The proposed development includes a connected transportation network that provides active transportation opportunities and connections throughout the community using both on- and off-street routes to public facilities such as schools and parks. Further, parks are distributed throughout the Subject Lands to ensure equitable distribution, and are located adjacent to the natural heritage system, where possible, to ensure access to both built and natural settings for recreation or co-located with the school to provide access to recreation for students.

It is our opinion that the proposed development is consistent with Section 1 of the PPS.

4.1.2 Wise Use and Management of Resources

Another main goal of the PPS is the long-term protection of natural heritage, water, agricultural, mineral, and other resources for their economic, environmental, and social benefit (Section 2.1.1). Section 2.1.2 encourages that the diversity and connectivity of natural features and the long-term ecological function and biodiversity of natural heritage systems be maintained, restored or improved, where possible. The PPS prohibits

development and site alterations within significant wetlands, significant woodlands, significant valley lands, significant wildlife habitat, significant Areas of Natural and Scientific Interest (ANSI's), and coastal wetlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (Section 2.1.5). With respect to the Greenbelt Plan area, the PPS relies on the Greenbelt Plan to address area specific matters.

Section 2.2.1 directs planning authorities to protect, improve or restore water quality and quantity by maintaining linkages between hydrologic features and natural heritage features and ensuring that stormwater management practices minimize contamination and maintain the extent of pervious surfaces.

As confirmed in the Environmental Impact Study prepared by Palmer Environmental Consulting Group Inc., dated April 2024, the proposed development is consistent with the natural heritage system policies of the PPS and will not negatively impact the natural features or their ecological functions as the features within and surrounding the Subject Lands are buffered from proposed areas for development. The proposed development utilizes the ecological constraints and Natural Heritage System established by the EIS and provides setbacks from the NHS and the Greenbelt Lands.

Further the EIS has identified areas for groundwater recharge and discharge and recommends the implementation of low impact development measures to assist with water quality, quantity and erosion control. Detailed stormwater management design and mitigation measures will be provided at detailed design.

The Functional Servicing Report prepared by Candevcon, dated April 2024, identifies the need for 8 stormwater management ponds, where the detailed design will be determined through the draft plan registration process. The proposed development will also consider Low Impact Development measures to assist with increased infiltration including infiltration trenches, vegetated swales and bioretention areas, as recommended in the Hydrogeological Investigation Report, prepared by Palmer, dated April 2024. The retention of the existing natural heritage system, and the implementation of buffers, stormwater management ponds, and open space areas ensure that pervious surfaces are maintained. Subject to further studies, it is our opinion that the proposed development will be consistent with Section 2 of the PPS.

4.1.3 Protecting Public Health and Safety

Section 3 of the PPS provides a policy framework for protecting public health and safety. In accordance with Section 3.1.1, development should occur outside of areas deemed as hazardous lands, including lands adjacent to large inland lakes or rivers and streams which are impacted by flooding and erosion hazards and hazardous sites. Development on the Subject Lands is not proposed within an area considered to be hazardous lands, as further described in the Environmental Impact Study, prepared by Palmer, dated xx.

For the reasons described in Section 4.1, it is our opinion the proposed amendment is

consistent with the policies of the PPS.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe was consolidated to include Amendment 1 to the 2019 Growth Plan and came into effect on August 28, 2020 (the “Growth Plan”). The Growth Plan provides a framework for managing growth in the region to achieve the Province’s vision for stronger and more prosperous communities. The Growth Plan provides direction related to land use and infrastructure planning, transportation, housing, and natural heritage and resource protection. The Growth Plan emphasizes the need to build complete communities, support a range of housing options, make efficient use of land and infrastructure, support transit viability, and provide for different approaches to managing growth that recognize the diversity of communities in the Greater Golden Horseshoe (Section 1.2.1). All planning decisions “shall conform with” the policies of the Growth Plan.

The Subject Lands are currently designated “Designated Greenfield Area” within the settlement area as defined by the Growth Plan. As such, the developable portion of the Subject Lands are reviewed against the imminent Designated Greenfield Area and Settlement Area policies.

4.2.1 Managing Growth & Designated Greenfield Areas

It is the policy of the Growth Plan that most of the growth be directed to Settlement Areas that have delineated built boundaries, existing or planned water and wastewater infrastructure, and can support the achievement of complete communities. Complete communities feature a diverse mix of land uses, improve social equity, provide a diverse range of housing options, expand convenient access to a range of transportation options, public service facilities and parks and open space, provide for a more compact built form and vibrant public realm, and integrate green infrastructure and low impact development where appropriate (Section 2.2.1).

Schedule 3 of the Growth Plan assigns population and employment forecasts for all upper- and single-tier municipalities. The Region of Peel is forecast to accommodate 2,280,000 people and 1,070,000 jobs by 2051. Section 2.2.7.2 of the Growth Plan directs upper- and single-tier municipalities, including Peel Region to achieve a Designated Greenfield Area density of no less than 50 residents and jobs combined per hectare, measured over the entire municipality.

The Designated Greenfield Areas designation applies to lands that are located within a Settlement Area, but outside of the Delineated Built-Up Area. New development in Designated Greenfield Areas is required, among other things, to contribute to support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services (Section 2.2.7.1).

The housing policies of the Growth Plan promote a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents and establishing targets for affordable ownership housing and rental housing (Section 2.2.6.1). Section 2.2.6.2 requires municipalities to support the achievement of complete communities by planning to accommodate growth to 2051, achieve the minimum intensification and density targets, have consideration for the range and mix of housing options and densities and continue to plan to diversify the overall housing stock across the municipality.

The Subject Lands are within a Designated Greenfield Area of the Town of Caledon as defined by the Growth Plan and will contribute to accommodating forecasted growth to 2051. The proposed development conforms with the objectives and policies of the Growth Plan which seek to build compact and complete communities, with a range of land uses and housing options and access to transportation and public service facility options. The proposed development includes a range of land uses including low- and medium-density residential, commercial and other community facilities including a school and parks. Furthermore, with a density of approximately 87 persons and jobs combined per hectare, the proposed development exceeds the minimum density requirement of 50 persons and jobs per hectare required for development in new Greenfield Communities within the Greater Golden Horseshoe, and appropriately contributes to the achievement of a density of 67.5 persons and jobs per hectare anticipated for the Town overall, as identified in the Peel Region Official Plan (Section 5.4.19.7). The mix of residential land uses proposed also provides an opportunity for a range and mix of unit types, tenures and relative affordability while also contributing to the diversity of the overall housing stock.

4.2.2 Infrastructure

Section 3 of the Growth Plan includes the policy framework for infrastructure to support growth, which includes the transportation system, water and wastewater system and stormwater management strategies. Section 3.2.2.2 states that the transportation system within the Greater Golden Horseshoe will be planned to accommodate various modes of transportation to provide access to residents' daily needs and services. Municipal water and wastewater systems will be planned to achieve the minimum density and intensification targets provided in the Growth Plan (Section 3.2.6.2). Section 3 also provides that, to support large-scale developments, a stormwater management plan should be provided (Section 3.2.7.3).

The proposed amendment includes a logical transportation network that provides sufficient connectivity throughout the Subject Lands, takes into consideration connections to the surrounding area, and accommodates various modes of transportation to provide access to daily needs and services. The Transportation Impact Study prepared by GHD, dated April 2024, concludes that the transportation network delineated in the proposed development is adequate to support the proposed growth with some local improvements. Further, the Transportation Impact Study demonstrates how the proposed road network will accommodate various active transportation facilities, including sidewalks on at least one side of the collector and local roads and an

interconnected on and off road trail system that connects the schools, parks and open space network through the use of the former Orangeville-Brampton Railway trail and trails through the NHS. The findings of the Functional Servicing and Stormwater Management Report prepared by Candevcon conclude that the planned growth on the subject lands can be adequately serviced through the extension of water and sanitary sewer infrastructure, and the construction of stormwater management systems.

4.2.3 Natural Heritage Protection

Section 4 of the Growth Plan provides policies for protecting what is valuable, namely hydrologic and natural heritage features and areas. Municipalities are required to incorporate the Natural Heritage System for the Growth Plan as an overlay in their official plans as well as other natural heritage features and areas within settlement areas in a manner that is consistent with the PPS and apply the appropriate policies to maintain, restore or enhance the long-term ecological function of the features (Section 4.2.2.2 and 4.2.2.6). Portions of the Subject Lands contain natural heritage features and lands designated 'Environmental Policy Area' in the Town of Caledon Official Plan, which are associated with the Etobicoke Creek sub watershed area as identified on Schedule B of the Town of Caledon Official Plan.

In accordance with the EIS prepared by Palmer Environmental Consulting Group, the proposed amendment does not propose urban development on lands within the Greenbelt Plan Area consisting of natural heritage features, and provides appropriate buffers where required. These measures enable protection of the natural heritage features from potential impacts from the surrounding development while maintaining capacity for natural self-sustaining vegetation on these lands. The proposed development was prepared in accordance with the environmental constraints identified by Palmer Environmental Consulting Group, dated April 2024.

For the reasons described in Section 4.2, it is our opinion that the proposed development conforms with the policies of the Growth Plan.

4.3 Greenbelt Plan, 2017

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

A portion of the Subject Lands are identified within the Greenbelt, and generally reflect the alignment of the Etobicoke Creek, which traverses the southwest portion of the Subject Lands. This portion of the Subject Lands are designated "Protected Countryside" with a "Natural Heritage System" overlay. The portion of the lands within the Protected

Countryside Area are also identified as “Rural Lands”, as shown on Schedule D-1 of the Region of Peel Official Plan.

The Greenbelt Plan includes policies with the intent to provide a range of economic and social activities, including recreation, which would contribute the building complete communities in the Protected Countryside Area. Section 3.3.1 of the Greenbelt Plan describes Parkland, Open Space and Trails as: *“A system of parklands, open spaces, water bodies and trails across the Greenbelt is necessary to provide opportunities for recreation, tourism and appreciation of cultural heritage and natural heritage. They serve as an important component of complete communities and provide important benefits to support environmental protection, improved air quality and climate change mitigation”*. Section 1.2.2.3.b also supports this intention by calling for the provision of a wide range of publicly accessible built and natural settings for recreation, including facilities, parklands, open space areas, and trails in the Protected Countryside. Furthermore, Section 3.3.3 provides latitude for municipalities to *“provide a full range of publicly accessible, built and natural settings for recreation”*. Based on this understanding, the proposed development identifies public parkland within the Greenbelt Plan Area, outside of natural heritage and hydrologic features and their associated vegetation protection zones.

It should also be noted that the province enacted Bill 150, the *Official Plan Adjustments Act, 2023* in December 2023, which was enacted to retroactively reverse its own changes to the Peel Region Official Plan made in November 2022. The Greenbelt Area portion of the Subject Lands are subject to Bill 150, as the lands were re-designated from “Prime Agricultural Area” to “Rural Lands” through provincial modifications. Although Bill 150 has been passed, the Town of Caledon adopted a motion that Council supports the provinces modification to re-designate the lands to “Rural Lands” and request that the Minister retain those modifications in the final approval of the Peel Region Official Plan at their Special Council Meeting held on November 28, 2023. Given that this is the latest direction from the Town, it is assumed that the Greenbelt Area portion of the Subject Lands are designated as Rural Lands in the Peel Region Official Plan.

Section 3.1.4.1 of the Greenbelt Plan states that Rural lands support and provide the primary locations for a range of recreational uses. Further, Section 4.1 permits recreational uses, specifically including trails, parks, and serviced playing fields within Rural lands in the Protected Countryside Area. The Greenbelt Plan defines a Major Recreational Use as *“a recreational use that requires large-scale modification of terrain, vegetation or both and usually also requires large-scale buildings or structures, including but not limited to the following: golf courses; serviced playing fields; serviced campgrounds; and ski hills.”* Given that Major Recreational Uses under the Greenbelt Plan includes serviced playing fields, it is intended that Rural Lands will support Major Recreational Uses.

The Natural Heritage System overlay includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system. Permitted uses in the Natural Heritage System include a full range of existing and new agricultural uses (Section 3.2.2.2), as well

as existing, expanded or new infrastructure that is approved under the *Environmental Assessment Act* or the *Planning Act* (Section 4.2.1.1).

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

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

Stormwater management infrastructure is permitted within the Greenbelt Plan Area. Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3). The proposed development proposes stormwater management ponds within the Greenbelt Plan Area, outside of natural heritage and hydrologic features and their associated vegetation protection zones, as permitted by the policies of the Greenbelt Plan. The Functional Servicing Report prepared by Candevcon, dated April, 2024 which demonstrates a minimized impact to the vegetation and soil and recommends a treatment train approach which includes low impact development measures, as per Section 4.2.3.4 of the Greenbelt Plan.

As per the EIS prepared by Palmer Environmental Consulting Group Ltd, dated April 2024, the proposed amendment conforms with the policies of the Greenbelt Plan as no development or site alteration is proposed within the identified features or associated vegetation protection zones, connectivity between features is maintained and the proposed development avoids or minimizes the impact to features where possible. Where permitted by the Greenbelt Plan, active park programming and stormwater ponds have generally been proposed in areas outside of natural features and associated vegetation protection zones.

For the reason described in Section 4.3, it is our opinion the proposed amendment conforms with the policies of the Greenbelt Plan.

4.4 Region of Peel Official Plan, 2022

The Region of Peel Official Plan (“RPOP”) was adopted by Regional Council on April 28, 2022 and was approved by the Province on November 4, 2022. The RPOP, as amended, provides Regional Council with a long-term policy framework for decision making and planning by protecting the environment, managing resources, directing growth, and providing Regional services in an efficient and effective manner.

Goals of RPOP 2051 include the creation of healthy, resilient, equitable and sustainable regional communities, recognizing, respecting, preserving and enhancing the importance of ecosystem features, function and linkages, ensuring resiliency to climate change, recognizing the importance of a vital, competitive and diverse economy, and supporting sustainable growth and development (Section 1.7).

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

The Subject Lands are designated “Urban System” with a “2051 New Urban Area” overlay and “Rural System” with an “Areas Subject to Provincial Plans” overlay on Schedule E-1 – Regional Structure in the RPOP and as shown in Figure 4. Within the Rural System, the Subject Lands are designated as “Rural Lands” on Schedule D-1 – Rural System.

Figure 4: Schedule E1 - Regional Structure

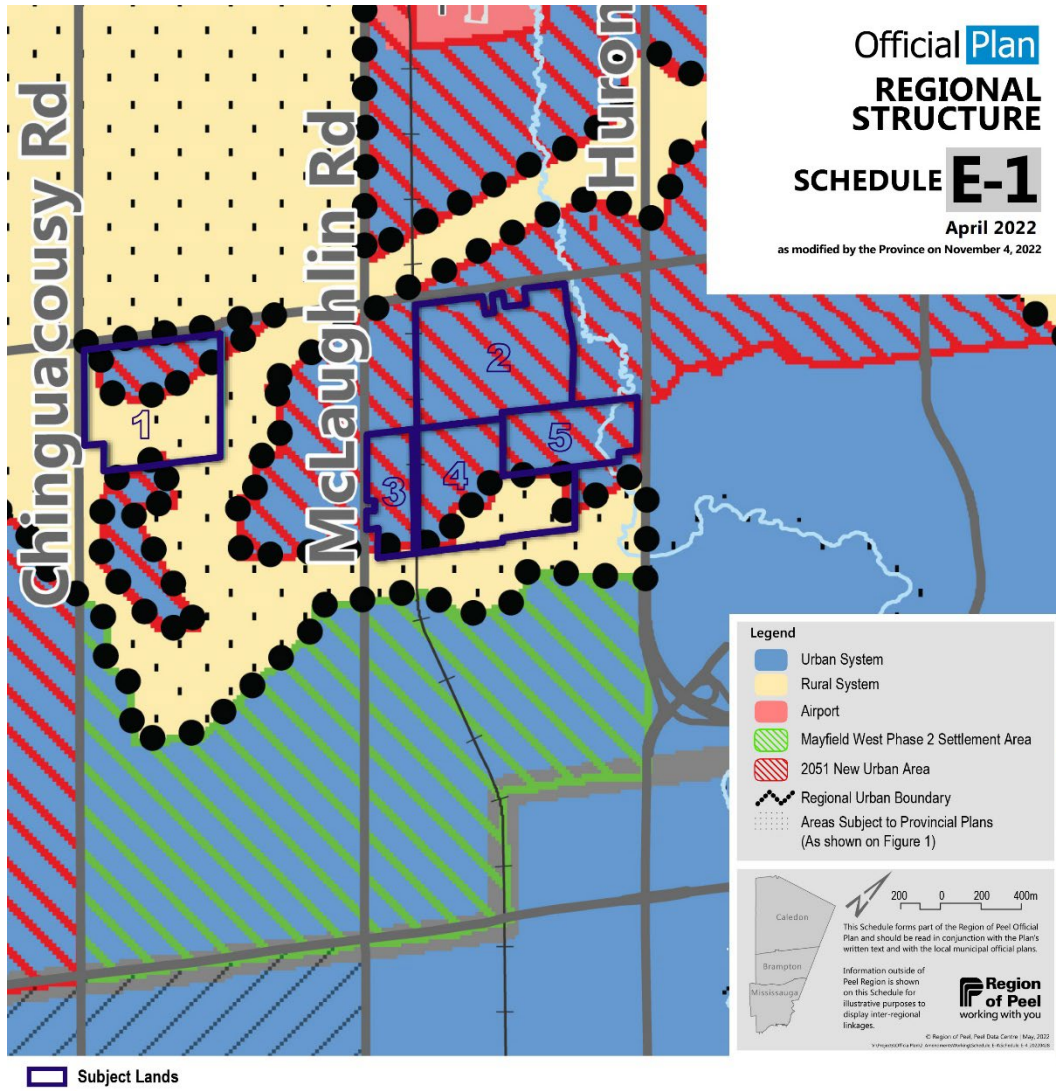
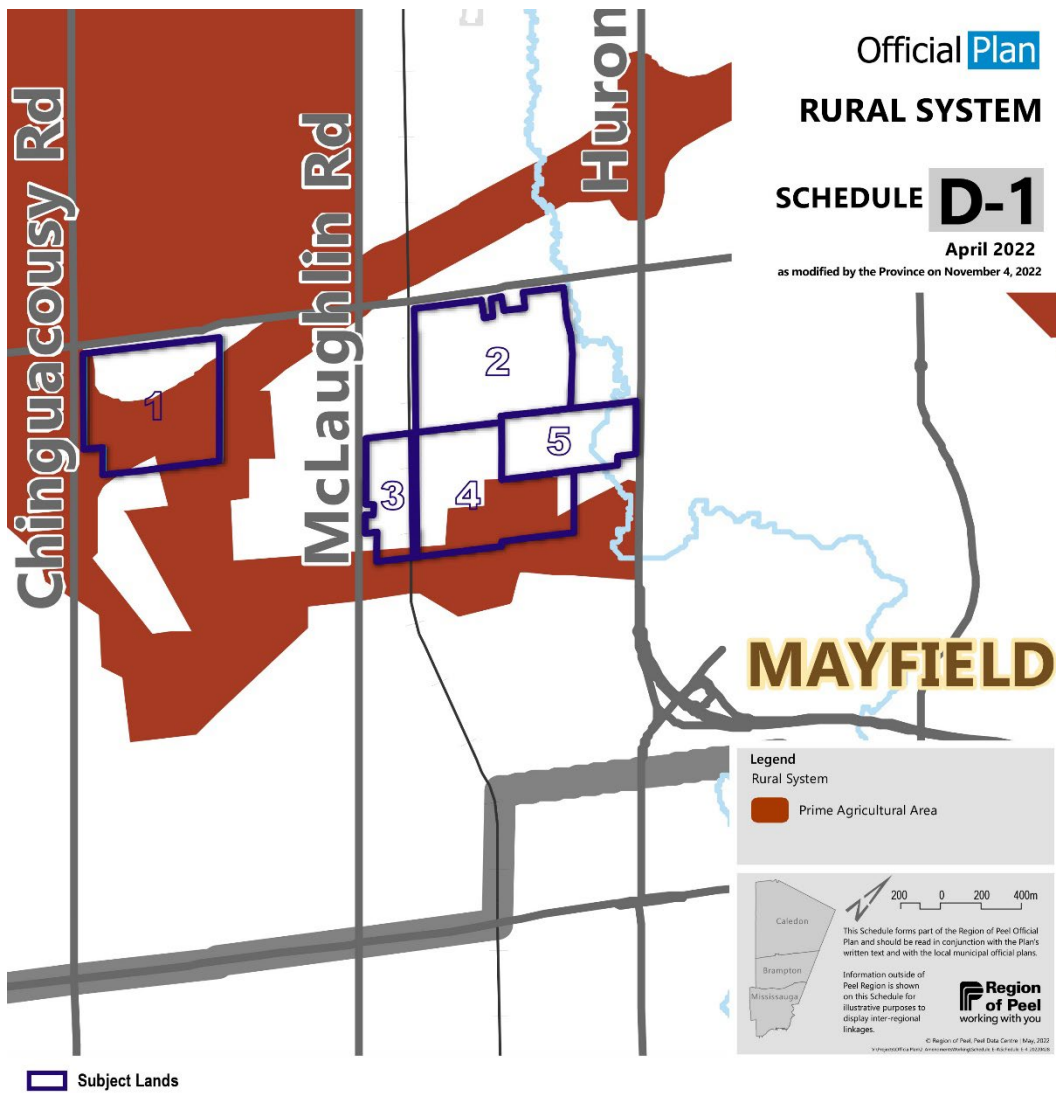
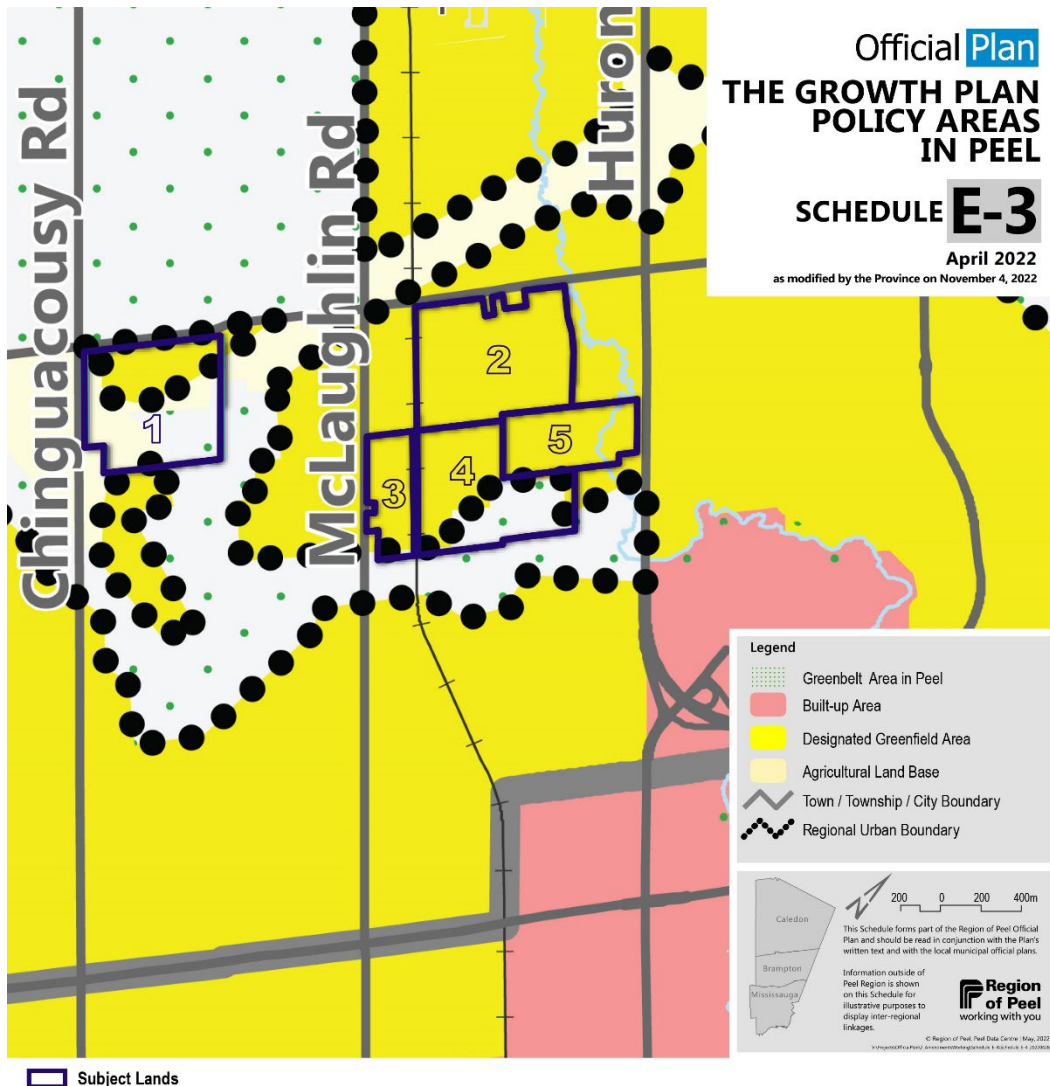


Figure 5: Schedule D1 - Rural System



The Subject Lands are also identified as “Designated Greenfield Area” and “Greenbelt Area in Peel” on Schedule E-3 – Growth Plan Policy Areas as shown in Figure 6.

Figure 6: Schedule E-3 - Growth Plan Policy Areas in Peel



As described in Section 4.3 above, the province has enacted Bill 150 which retroactively reverses its own changes to the Peel Region Official Plan made in November 2022. As it relates to the Subject Lands, Bill 150 reverses the provincial modification to re-designate the portion of the Subject Lands in the Greenbelt from “Prime Agricultural Area” to “Rural Lands”. However, through a motion adopted by the Town of Caledon Council on November 28, 2023, it is the latest direction from the Town that they are supportive of the original provincial modification to designate the Greenbelt Area of the Subject Lands to “Rural Lands”.

4.4.1 Urban System

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

The intent of the Urban System is to establish a complete healthy community by providing a compact built form and a mix of land uses that efficiently uses land, services infrastructure and public finances and achieves an urban structure, form and densities that are pedestrian-friendly and transit-supportive (Section 5.6.2, 5.6.3, 5.6.4). The Urban System is also intended to protect, restore and enhance the natural environment and conserve the resources of the Region, as well as to provide the needs of Peel's changing age structure and allow opportunities to live in their communities as they age (Section 5.6.6 and 5.6.7). Urban development and redevelopment are directed to the Urban System and are to proceed in accordance with the growth management and phasing policies of the RPOP (Section 5.6.13 and 5.6.14).

The proposed development conforms with the objectives and policies of the Urban System as it proposes to establish a complete healthy community by providing for a range and mix of land uses and residential unit types adjacent to the existing Mayfield West Phase 2 Secondary Plan which ensures the efficient use land, services, infrastructure and public finances. The proposed development prioritizes higher density development and retail commercial uses at key arterial and collector road intersections to promote opportunities for transit-supportive development in locations where potential future transit stops may be located and encourages active transportation. Further, the proposed development provides parks and a school in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks.

4.4.2 Rural System

The Rural System consists of lands that are outside of the Regional Urban Boundary, including Rural Lands, natural heritage and water resources and other natural resources. Lands within the Rural System that are within the Greenbelt Plan are subject to the applicable policies of that Plan, in addition to the policies of the RPOP (Section 5.7).

The intent of the Rural System is to promote sustainable, healthy and complete rural communities that contain housing, employment and recreational opportunities while respecting and conserving the natural environment (Section 5.7.1 and 5.7.3). Development within the Rural System should be consistent with the policies of the RPOP, local municipal official plans and the Greenbelt Plan (Section 5.7.15).

The proposed development proposes stormwater management facilities and a park located within the Greenbelt Plan area. As detailed in Section 4.3 above, the Greenbelt Plan permits the provision of parks and infrastructure, such as stormwater management facilities, within the Protected Countryside Area such that the development occurs outside of natural heritage features and their associated vegetative protection zones. The proposed development conforms to the Rural System policies of the RPOP.

4.4.3 Designated Greenfield Area

The Designated Greenfield Area designation refers to lands that are located within

Settlement Area boundary, but outside of the Built-up Area, as defined by the Growth Plan. According to the RPOP, these areas are locations where new residential communities and employment areas will be accommodated to 2051 and includes but is not limited to Mayfield West Phase 2 and lands designated 2051 New Urban Area.

The RPOP sets a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051 for the Region as a whole and a minimum target of 67.5 residents and jobs combined per hectares for the Town of Caledon (Section 5.4.19.6 and 5.4.19.7). Designated Greenfield Areas are to be planned as complete communities that meet the day to day needs of future residents (Section 5.6.20). Development within Designated Greenfield Areas should support a range and mix of housing options and densities (Section 5.6.20.7).

Within Designated Greenfield Areas, Section 5.6.20.4 ensures that development is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.

The proposed development achieves an overall density of 87 people and jobs combined per hectare which exceeds both the Region's overall Designated Greenfield Area density target of 70 people and jobs per hectare and the Town's assigned target of 67.5 people and jobs per hectare while respecting the scale and character of existing and planned development in the MW2 Secondary Plan. Furthermore, the proposed development consists of a range and mix of land uses including low and medium density residential, commercial, institutional, open space and natural heritage and a connected multi-modal transportation system that provides the opportunity for residents to meet their day to day needs within their community.

The proposed development was prepared based on the findings of the Environmental Impact Study, prepared by Palmer Environmental Consulting Group Ltd., dated April 2024, which delineates the limits of the Natural Heritage System to ensure that development occurs outside of key natural heritage resources. The proposed development was prepared based on input provided by the recommendations of the Stage 1 Archaeological Assessment prepared by Historic Horizons, Cultural Heritage Impact Assessment prepared by Wayne Morgan, and Agricultural Impact Assessment prepared by Stantec Inc., which were submitted in support of the OPA application, to ensure that cultural heritage resources on the Subject Lands are protected and conserved, where possible. Further, the proposed development is designed to promote sustainable, active transportation and reduce dependency on cars through an efficient development pattern with compact built form that aims to provide a complete community. These elements of planning mitigate and adapt to the changing climate and facilitates energy and emission reductions.

4.4.4 2051 New Urban Area

Within the Designated Greenfield Area, the Subject Lands are specifically identified as 2051 New Urban Area. The 2051 New Urban Area will include both Community and Employment Areas and are intended to accommodate approximately 175,000 people and 19,000 supporting jobs in Community Areas and 38,000 jobs in Employment Areas.

The objectives of the 2051 New Urban Area reinforces the objectives of the Urban System and Designated Greenfield Area as they relate to establishing a framework for comprehensive planning to achieve complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres, ensuring that the staging and sequencing of development supports a logical development manner that efficiently utilizes existing infrastructure and supports a range and mix of housing options and densities (Section 5.6.20.14.1, 5.6.20.14.4, and 5.6.20.14.8). The 2051 New Urban Area should additionally ensure that healthy communities are delivered which respect the natural environment, resources and characteristics of existing communities (Section 5.6.20.14.7).

The proposed development represents an extension of the existing MW2 Secondary Plan and has been identified as Community Area in the Town's ongoing Official Plan Review process. The proposed development achieves a healthy, coordinated and complete community through the delivery of a range of housing options and densities, providing and mix of land uses, and providing an integrated transportation and active transportation network. It ensures the protection of natural heritage and water resource systems as it was prepared in accordance with the recommendations of the EIS, prepared by Palmer Environmental Consulting Group Ltd. Furthermore, it provides an urban structure that co-locates commercial and medium density residential uses at key intersections to coincide with the potential delivery of future transit stops and identifies a range and mix of community infrastructure including schools, parks and open spaces based on the proposed population.

4.4.5 GTA West Corridor

The GTA West Transportation Corridor is conceptually shown on Schedule F-2 of the RPOP and is required to be protected in order to plan and protect the strategic corridor and rights-of-way for transportation and transit facilities (Section 5.10.35.2).

The Region and its area municipalities are to ensure links between the GTA West Corridor and the transportation network are not precluded (Section 5.10.35.8). Similarly, Section 5.10.35.10 requires the protection of the GTA West Transportation Corridor and its rights-of-way and prohibit development in such planned corridors that may negatively affect the use of the corridor.

Section 5.6.20.14.10 of the adopted RPOP provides that should any portions of the GTA West Transportation Corridor identified on Schedule F-2 be released from corridor protection by the Province and the Region of Peel, lands which are located between the

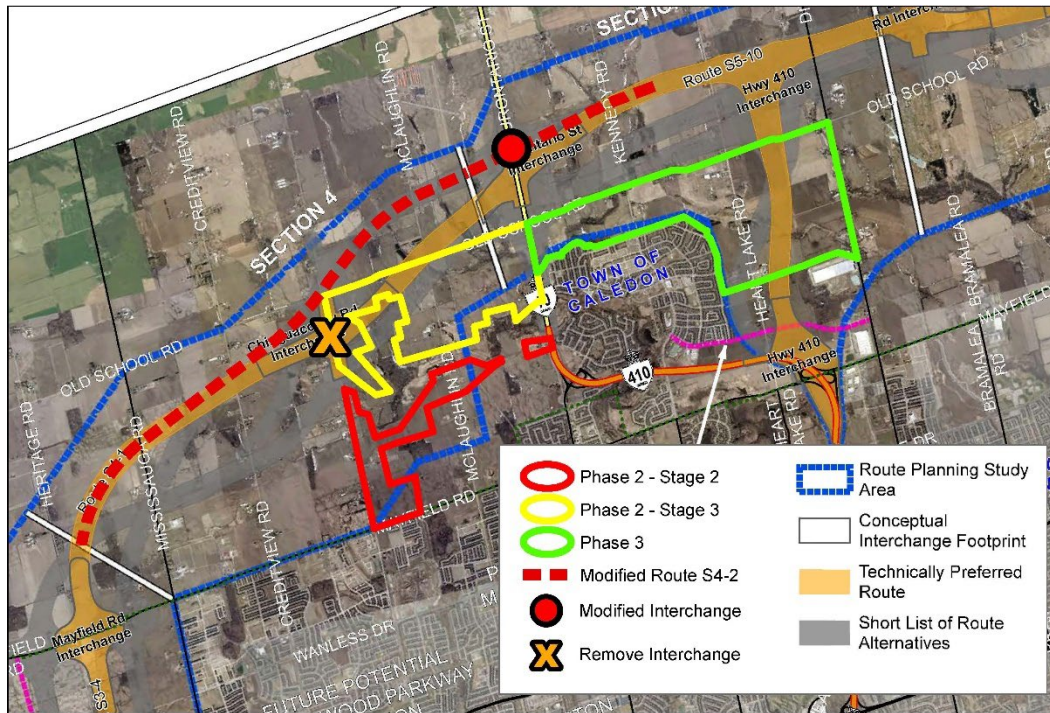
2051 New Urban Area on Schedule E-1 shall be added to the Urban System and will assume the adjacent Designated Greenfield Area designation of Community Area or Employment Area as per Section 5.6.20.14.

Section 5.6.20.14.21.1(a) and (b) require that the Town of Caledon include in the MW2 Secondary Plan policies that will identify through mapping any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area and ensure that development applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and Northwest GTA Transmission Corridor Study.

In accordance with Section 5.6.20.14.10, the proposed OPA application contemplates a scenario where the Subject Lands are unaffected by the GTA West Corridor to ensure that comprehensive planning of the area is undertaken to ensure timely, good planning and community building practices should the transportation corridor not proceed. Consistent with the Town's existing practice, the proposed OPA application includes an updated Figure 19 of the Caledon OP which includes the Subject Lands in the GTA West Preliminary Route Planning Study Area and note that the lands affected will be determined following the decision on the GTA West Corridor EA Study.

The final alignment of the highway has not yet been determined. In this portion of the highway alignment the route alignment can be revised to avoid constraining the development of the Mayfield West Study Area and assist in achieving the Minister's direction to increase housing supply and ensure infrastructure projects are conducted in a fiscally responsible manner. In particular, the alignment can be revised to reflect an alignment similar to the Short Listed Alternative Route S4-2 (see Figure 7 below) such that the alignment be moved north of the Mayfield West Study Area (north of Old School Road) and eliminate the interchange at Chinguacousy Road. The proposed development has been designed in accordance with the route alignment proposed in the submitted OPA application and anticipates this alternative route for the GTA West Corridor, which is consistent with the comments provided to the Ministry throughout the Highway 413 public consultations.

Figure 7: Modified Route S4-2



Source: Malone Given Parsons Ltd, November 2019

Should the highway be finalized within our modified route alignment, the proposed policies of the Official Plan Amendment would permit development around the highway without amendment to the Official Plan.

4.4.6 Natural Heritage System

Section 2 of the RPOP outlines the Region’s policy on the Natural Environment. To ensure a healthy, resilient and self-sustaining natural environment within the Region of Peel, the policies of the RPOP will ensure that the quality and ecological integrity of ecosystems are protected, maintained, restored and enhanced jointly with local municipalities (Section 2.2 and 2.3.3). Section 2.12 implements the boundaries and policies of the Greenbelt Plan.

Section 5.6.20.14.21.1(f) and (g) requires the Town of Caledon, prior to adopting an official plan amendment for the MW2 Secondary Plan, to identify a natural heritage system in conformity with a CEISMP that is prepared to the satisfaction of the Region and Town. The recommendations and identified natural heritage system of such a study are to be incorporated into the Caledon OP and MW2 Secondary Plan. Subsection (h) permits minor refinements to the boundary of the community to reflect the natural heritage system.

The proposed development incorporates the natural heritage system as identified in the CEISMP prepared for the OPA application and of the EIS prepared by Palmer

Environmental Consulting Group Ltd, dated April 2024, for the Subject Lands. For a review of a natural heritage policies applicable to the Subject Lands refer to the EIS. Based on the findings of the EIS report, the proposed amendment conforms with the natural heritage system policies of RPOP.

For the reasons described in Section 4.4 of this report, it is our opinion that the proposed amendment conforms with the policies of the RPOP.

4.5 Town of Caledon Official Plan, 1979

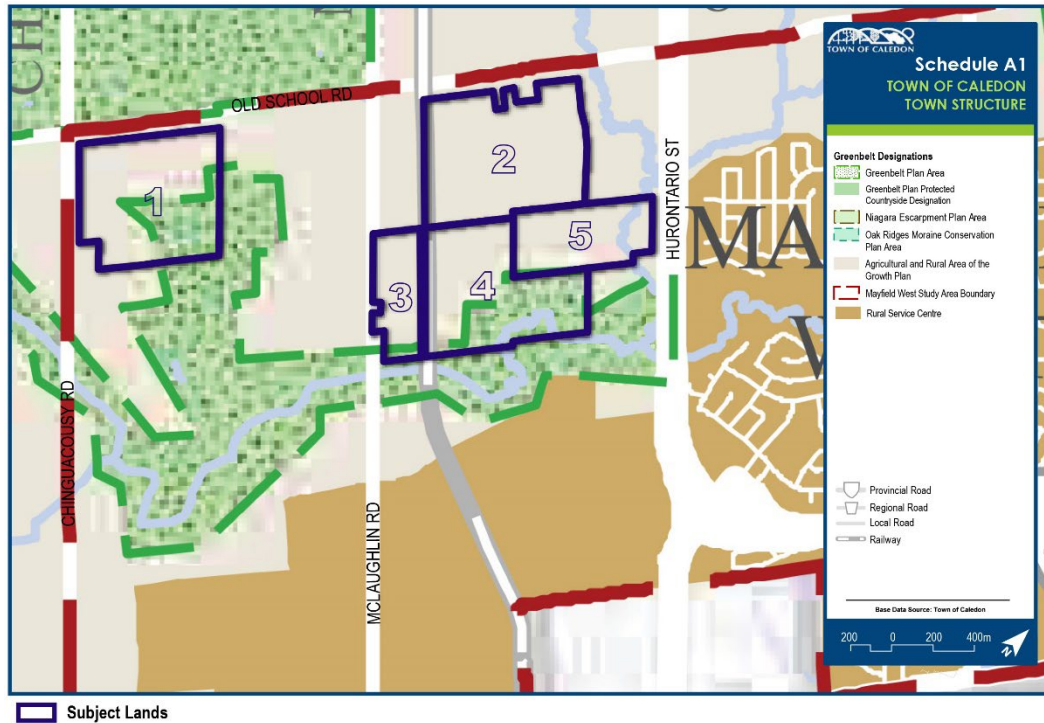
The Town of Caledon Official Plan (the “Caledon OP”) came into effect in 1979 and has been amended over time; it was most recently consolidated in April 2018. The purpose of the Official Plan is to provide goals, objectives, and policies to guide future land use development, and demographic and economic change within the Town of Caledon.

Principles of the Official Plan include the preservation, protection and enhancement of the natural and cultural heritage resources in the Town, improvements to the health and well-being of residents, employees, landowners and businesses through the development of complete communities, and fiscal sustainability through the expansion and diversification of the Town’s employment base and balancing of growth and services (Section 2.2.1).

Based on the in-force policy context, the Subject Lands are designated “Prime Agricultural Area”, “Protected Countryside” within the “Greenbelt Plan Area” and “Mayfield West Study Area”, on Schedule A1 – Town Structure as shown in Figure 8. Portions of the Subject Lands are also designated “Environmental Policy Area” beyond the limits of the Greenbelt Plan Area on Schedule B – Mayfield West Land Use Plan.

The in-force Caledon OP does not reflect the Settlement Boundary Expansion approved in the RPOP 2051. Inclusion of portions of the Subject Lands included in the Region’s Settlement Boundary would re-designate the lands from “Prime Agricultural Area” to “Designated Greenfield Area” and would allow the Town of Caledon to proceed with approval of the proposed development to build upon the Region’s urban policy framework and establish detailed urban policies for the Subject Lands. As such, for the purposes of this analysis, the urban area portions of the Subject Lands will be reviewed against the “Designated Greenfield Area” and more specifically, the “Mayfield West Study Area” policies of the Caledon OP. As noted earlier in this report, a concurrent official plan amendment has been submitted with this application to designate the lands for development.

Figure 8: Schedule A1 - Town Structure



4.5.1 Growth Management

It is the objective of the Official Plan for Caledon to develop as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life, has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs and protect and promote human health through community planning and design (Section 4.1.8.2.1 and 4.1.8.2.2).

Section 4.2 of the Caledon OP provides guidance on growth management policies in the Town of Caledon. Section 4.2.2 outlines the objectives of greenfield density within the Town of Caledon which are to optimize the use of designated greenfield areas and achieve compact urban forms within the Designated Greenfield Areas (Section 4.2.2.2.1 and 4.2.2.2.2). To contribute to achieving the Region’s overall greenfield density target of 50 people and jobs per hectare, development in the Designated Greenfield Area shall achieve a density of 42 residents and jobs combined per hectare (Section 4.2.2.3.1).

The proposed development contemplates the creation of a complete community by proposing a mix housing comprised of single detached, street townhouses, laneway access townhouses, stacked townhouses and back to back townhouses, which has the opportunity to provide accommodation options for people at all stages of life. The proposed development also includes institutional and recreational uses that will complement the residential community and provide services that meet the daily needs of the residents and promote the provision of a healthy community. Furthermore, the proposed development includes commercial uses which provides the opportunity for a

range of jobs including retail and service commercial and office related jobs.

The Subject Lands are bounded by Chinguacousy Road towards the west, which is designated ‘Collector’, Hurontario Street to the east, which is designated ‘High Capacity Arterial’, and Old School Road towards the north, which is a designated ‘Collector’ (Schedule J – Long Range Road Network). Opportunities for active transportation are supported through the proposed road network which contemplates multi-use paths within arterial roads, potential cycling facilities along collector roads, and sidewalks on at least one side of the roads to connect to the existing road network and the anticipated trail network to be implemented by the Region of Peel on the former ORBY railway. The proposed development plans to conserve the natural environment and does not propose development within hazard lands which contribute to the protection and promotion of public health and safety.

Furthermore, the proposed development achieves a density of 87 people and jobs per hectare, which appropriately contributes to the minimum density target for Designated Greenfield Areas in the Town of Caledon and provides for a compact urban form.

4.5.2 Greenbelt Plan Area

As mentioned, portions of the Subject Lands are designated “Protected Countryside” with a “Natural Heritage System” overlay within the “Greenbelt Plan Area” on Schedule A1. The Greenbelt Plan policies of the Official Plan generally reflect the Greenbelt Plan policies described in Section 4.3 of this report.

The Caledon OP continues to require that new development in the Natural Heritage System demonstrate that there will be no negative impacts on key natural heritage or hydrologic features or their functions, maintain connectivity between key features, avoid removal of other natural features not identified as key features, and limits the developable area 25 percent and the impervious area to 10 percent (Section 7.13.3.2.1.2).

The Official Plan designates key natural heritage features, key hydrologic features and their associated vegetation protection zones within the Greenbelt Plan area as “Environmental Policy Area” and generally prohibits development within these areas (Sections 7.13.3.2.3.3 and 7.13.3.2.3.6). Where development is proposed within 120 m of a key natural heritage feature within the Natural Heritage System or a key hydrologic feature anywhere in the Protected Countryside the Official Plan requires a natural heritage evaluation and hydrological evaluation, which identify a Vegetation Protection Zone of sufficient width to protect the features and is established to achieve and be maintained as self-sustaining vegetation (Section 7.13.3.2.3.7).

With respect to infrastructure, existing, expanded or new infrastructure is permitted provided it serves significant growth and economic development expected in Southern Ontario (Section 7.13.4.3.1.1). The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure in the Protected

Countryside shall where possible minimize the amount of Greenbelt, particularly Natural Heritage System that is traversed or occupied, minimize the negative impact and disturbance of the existing landscape, where practicable co-ordinate and optimize different infrastructure services, avoid key features and where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a key feature shall minimize negative impacts and disturbance on the features or their related functions and where reasonable shall maintain or improve connectivity (Section 7.13.4.3.1.2).

The proposed development conforms to the Greenbelt Plan policies of the Caledon OP. The Draft Plan of Subdivision was informed by the EIS which identifies natural heritage and hydrologic features and their vegetation protection zones. Furthermore, all proposed infrastructure satisfy the criteria provided in the Greenbelt Plan and are located outside of key natural heritage and key hydrologic features.

4.5.3 Environmental Policy Area

Portions of the Subject Lands within the Designated Greenfield Area are designated “Environmental Policy Area” beyond the Greenbelt Plan.

Section 5.7.3.1.1 states that development is prohibited within areas designated Environmental Policy Areas, except for the permitted uses specified in policy 5.7.3.1.2 which includes but is not limited to existing residential uses and essential infrastructure. Section 5.7.3.7.1 provides that new development adjacent to Environmental Policy Areas will be required to complete an EIS and Management Plan to the satisfaction of the Town and other relevant agencies.

The proposed development conforms to the policies of the Environmental Policy Area designation as only essential infrastructure including roads and servicing are proposed within the portions of the lands designated Environmental Policy Area. Further, these lands are proposed to be protected from any potential impacts from development by implementing the vegetation protection zones determined through the Environmental Impact Study prepared by Palmer, which is submitted in support of the application.

4.5.4 Open Space and Recreation

Section 5.8 delineates policies pertaining to Open Space and Recreation in the Town of Caledon. Section 5.8.2.1 states that a system of parks and publicly accessible open spaces are to be developed and maintained to provide for a diversity of recreational and leisure opportunities for a range of age and interest groups. Per Section 5.9.3.9, the optimum standard for local parkland includes 2.4 hectares of community and neighbourhood parkland per 1,000 persons, exclusive of the Environmental Policy Area. In addition, for parkettes, the Town’s standard is 1 parkette per 1,000 persons, exclusive of the Environmental Policy Area.

Based on this provision target, the total amount of parkland required in the Subject Lands is approximately 19.35 hectares. As these are Town-wide standards, it is our understanding that the provisions are not intended to be achieved on an individual plan

basis.

The proposed development delivers four (4) parks ranging in sizes from approximately 0.4 hectares to 5.8 hectares. Based on the *Planning Act* rates, a total of 5.38 hectares of parkland can be acquired through the development process, which will contribute to the Town’s achievement of the optimum local parkland standard. A total area of 10.80 hectares of parkland is proposed as part of this application, which exceeds the amount of parkland required by the *Planning Act*.

Table 6: Parkland Requirements

Land Use	Area (ha)	Population	Units	Ontario Planning Act	
				Parkland Rate	Total Parkland Required
Commercial	4.92			2%	0.10
All other developable lands ⁽¹⁾	105.61	7,896	2,468	5%	5.28
TOTAL					5.38

Note:

(1) - Area of residential land use includes total developable area, excluding commercial area.

The parks are evenly distributed throughout the Subject Lands and are co-located with schools and adjacent to the NHS, where possible to provide connections to enhance recreational, and leisure uses and to provide additional transitional buffers between residential development and the EPAs.

4.5.5 Transportation

Section 5.9 of the Caledon OP provides policy guidance on transportation systems within the Town of Caledon. Section 5.9.4.3 recognizes that the primary mode of travel during the plan period will be the automobile, however it is encouraged that the transportation system accommodate various modes of transportation. Section 5.9.5.9.1 provides that 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.

The Subject Lands are surrounded by a hierarchy of roads which can accommodate various modes of transportation. In particular, the new transit hub located near to Highways 10 and 410 provides a for the opportunity for transit within a short distance of a significant portion of the MW2-3 area. Hurontario Street currently accommodates a GO Bus route connecting downtown Brampton to Orangeville and provides an optimal location for the proposed commercial uses. The surrounding collector roads will provide opportunities for local transit routes and support active transportation through the accommodation of sidewalks, cycling facilities, and multi-use paths. A proposed network of trails through the proposed NHS buffers and through tributary crossings provide strong connections to each of the residential sub-neighbourhoods and to the existing Mayfield

West Phase 2 Stage 2 community and Future Transit Hub to the south. The proposed development promotes an active transportation network that is less reliant on the automobile. As such, the proposed development contemplates multi-modal connectivity, in accordance with Policy 5.9.4.3 and 5.9.5.9.1 of the Caledon OP.

4.5.6 Noise and Vibration Policies

The Caledon OP requires that new developments meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment and Climate Change, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon, and the Orangeville Railway Development Corporation (ORDC) respectively (Section 7.14.7.1.1). If the Town has identified a need for a noise and vibration study as part of a development application, such assessment should be conducted by a qualified acoustic consultant (Section 7.14.7.1.2).

Figure 21 of the Caledon OP identifies the Noise Exposure Forecasts (NEF) contour lines from the Brampton-Caledon Flying Club Airport. It is the policy of the Caledon OP that residential development within the 25 NEF contour line is required to include provisions for adding air conditioning and noise warning clauses in the Purchase and Sale Agreements (Section 7.14.7.4.1).

An Environmental Noise Assessment has been prepared by Candevcon, dated April 2024, which provides recommendations for noise attenuation measures for the lots located within the NEF contour.

4.5.7 Settlement Area Policies

Section 5.10 speaks to the policies regarding Settlement Areas in the Town of Caledon. Section 5.10.4 specifically speaks to the policies regarding Rural Service Centers. Rural Service Centers are designated as the primary growth areas for the planning period (to 2031). 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 (Section 5.10.4.1). Mayfield West has been designated a Rural Service Centre, as shown on Schedule A1 of the Caledon OP. As a growing community, it represents a significant opportunity to effectively provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon (Section 5.10.4.3.1).

The Subject Lands are located within the northern extension of the Mayfield West Rural Service Centre and as such, the growth attributed by the proposed development would implement the objectives of Rural Service Centres described in Section 5.10.4.1 and Section 5.10.4.3.1 of the Caledon OP.

4.5.8 Phasing

Section 6.2.1.7.2 establishes criteria to be used as a basis for selecting properties which

should be prioritized for all stages of the development approvals process, including plans of subdivision and rezoning applications, which includes the following:

- a) *Financial: Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;*

A Preliminary Fiscal Impact Assessment for the Town of Caledon was prepared by IBI Group in support of the OPA application, which demonstrates that the Land Use Plan would have a net positive benefit on the Town of Caledon from a capital and operating financial perspective.

- b) *Support to Existing Infrastructure: Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;*

The proposed development represents a rounding out of the existing Mayfield West Phase 2 community. Services constructed for Mayfield West Phase 2 Stages 1 and 2 have been oversized to accommodate for future growth within the Mayfield West Study Area, including the Subject Lands. The proposed development makes efficient use of this existing and planned public facilities, transportation and servicing infrastructure, and represents a logical completion of the Mayfield West community.

- c) *Piped Sewer and Water Services: The availability and efficiency of piped services from a Town and Region perspective;*

The findings of the Functional Servicing and Stormwater Management Report prepared by Candevcon conclude that piped services are available and will be extended to service the Subject Lands in an efficient manner.

- d) *Transportation Services: The ready and economical provision of roadway facilities;*

The Transportation Impact Study prepared by GHD concludes that the existing surrounding road infrastructure can accommodate the proposed development with select infrastructure improvements, however, capacity issues are still prevalent at study intersections along Hurontario Street due to the high through volumes. Local improvements and the potential capacity created from the construction of the GTA West Corridor will alleviate traffic concerns.

- e) *Parkland and Community Services: The satisfaction of Town and Regional requirements for parkland or community services;*

The proposed development includes 4 parks which are located adjacent to the Natural Heritage System or co-located with the school, where possible. The level of parks provided exceeds the requirement for parkland dedication under the Planning Act.

- f) *Consistency with Housing Needs: Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within*

the Town;

The proposed development provides for a wide range of housing options including single detached dwellings, street townhouses, rear-lane townhouses, back-to-back townhouses and stacked townhouses to accommodate the various demands in the market.

g) Environmental Concerns: The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;

The Environmental Noise Study prepared by Candevcon recommends mitigation measures to minimize impacts to future residents. The Environmental Impact Study prepared by Palmer identifies the limits of the Natural Heritage System and other development constraints to ensure that development minimizes impacts to the natural environment. The Draft Plan of Subdivision implements the conclusions and recommendations established by the Environmental Noise Study and Environmental Impact Study.

h) School Related Concerns: Maintaining or helping to achieve acceptable levels of school facilities;

The proposed development includes one elementary school. Secondary school needs are expected to be accommodated by planned facilities in the Mayfield West Phase 2, stages 1 and 2, communities.

i) Agricultural Lands: Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;

The Agricultural Impact Study prepared by Stantec concludes that the proposed amendment will not have an impact on the agricultural uses in the surrounding area. Further, the Subject Lands are contiguous to existing development.

j) Consistency with Official Plan Policies: Consistency with relevant Official Plan policy, other than the preceding criteria; and,

As demonstrated in Section 4.5 and 4.6 of this Report, the proposed development meets the intent of the Official Plan and conforms to the relevant policies and broad planning objectives in the Caledon OP.

k) Application date: Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.

The associated OPA application was submitted in July 2022 and deemed complete in November 2023. This application should be favoured and be the first to be processed by the Town as the next stage of development both as it rates highly on all criteria and it has been contemplated for over 25 years.

For the reasons discussed in Section 4.5 of this report, it is our opinion that the proposed amendment conforms with the policies of the Caledon OP.

4.6 Draft Future Caledon Official Plan, 2024

In 2019, the Town of Caledon initiated their review of the Caledon Official Plan as required by the *Planning Act* and to ensure conformity with provincial policy and the adopted RPOP 2051. In March 2024, the Town of Caledon released their fourth draft of the Draft Future Caledon Official Plan (“Draft Future Caledon OP”) for public input. Council adopted the Official Plan at their meeting on March 26, 2024, and has not been approved by the Region of Peel and as such is not in full force and effect. Given that the Draft Future Caledon OP implements the policies of the approved RPOP 2051, the following section will provide an overview of the Draft Future Caledon OP policies to ensure that the proposed development is consistent with the latest policy direction provided by the Town.

The Subject Lands are designated as a “New Community Area”, “Natural Features & Areas” and “Rural Lands” with the Highway 413 traversing through the north west corner on Schedule B4 of the Draft Future Caledon OP, and as shown in Figure 9 and identified as “Designated Greenfield Area” with the “New Urban Area 2051” overlay and “Agricultural Area and Rural Lands” on Schedule B2, as shown in Figure 10.

Figure 9: Schedule B4 - Land Use Designations

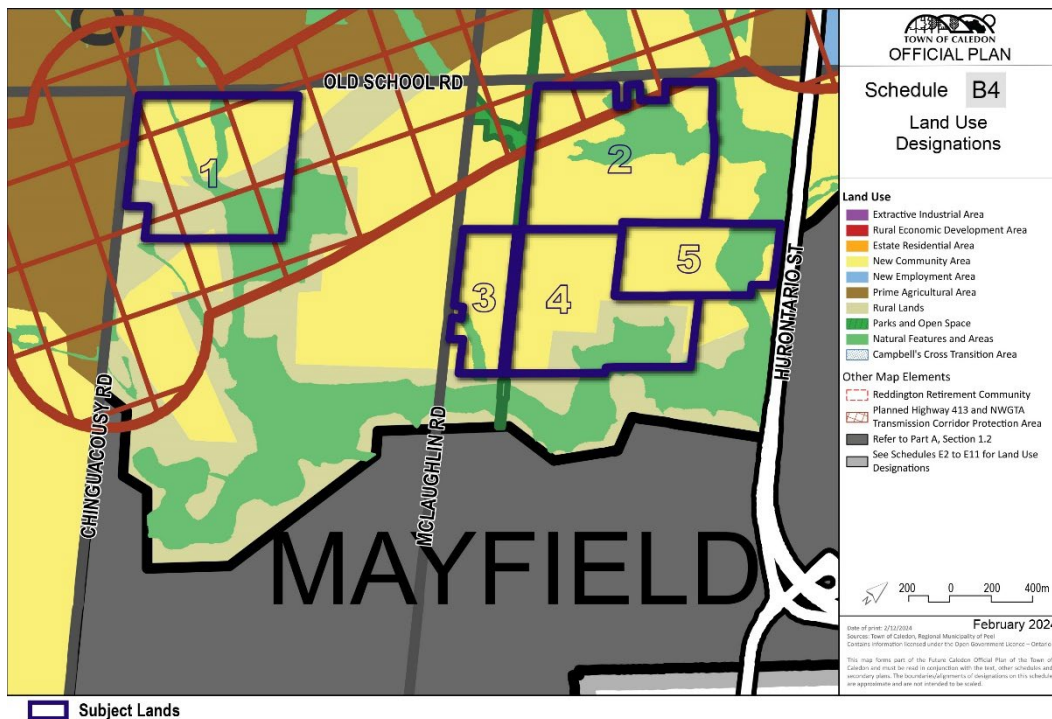
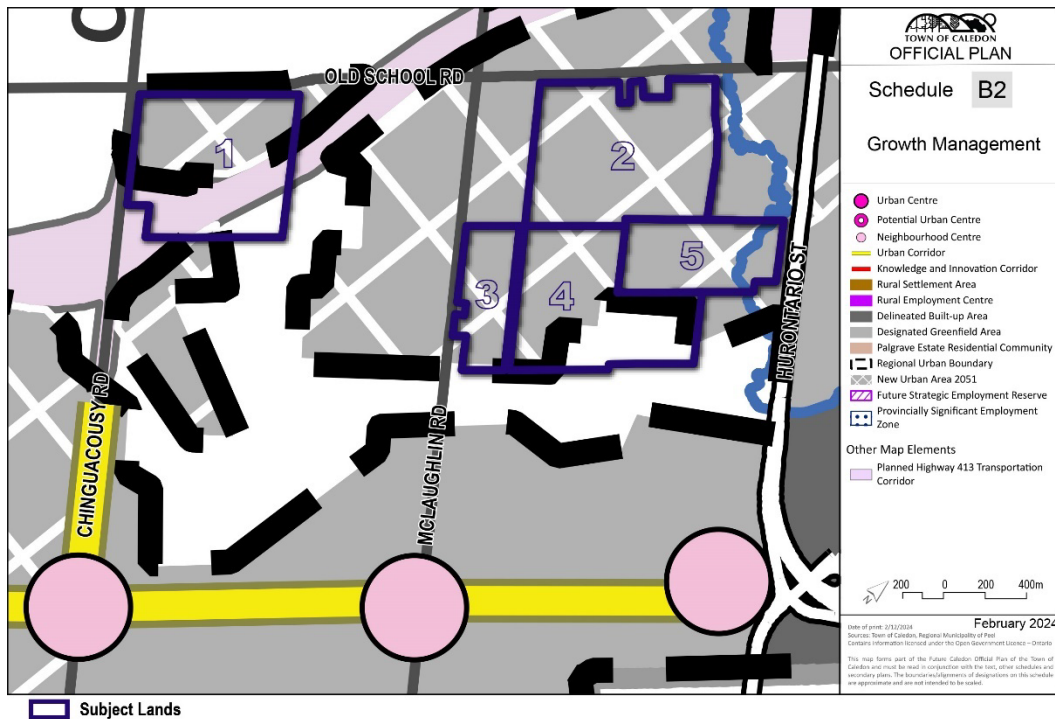


Figure 10: Schedule B2 - Growth Management



4.6.1 Proposed New Community Area

The Draft Future Caledon OP establishes a new urban system which prioritizes where the majority of growth will occur, which is in existing and new community areas. The policies for new community areas permit development in accordance with approved secondary plans (Section 22.1.1). Within the 2051 New Urban Area, development will be subject to general land use designations within the New Community Area designation until secondary planning commences then new land use developments and policies will replace the New Community Area designation (Section 21.3.1 and Section 22.2). The land use designations within new community areas include major commercial/mixed use areas and neighbourhood area, among other uses (Section 22.2.3).

The Neighbourhood Area designation is applicable for areas planned to accommodate a range of housing options for residents of all ages and incomes in a compact built form and provide community uses including schools and parks to support the development of a complete community together with retail, commercial and service uses to ensure the delivery of a mixed use community (Section 22.7). It is the objective of Neighbourhood Areas to provide new housing opportunities to meet the Town’s housing needs, provide a range of housing types and tenures, ensure that a mix of complimentary and compatible land uses are permitted to facilitate complete and walkable communities, and provide transportation options for various needs of residents in the community (Section 22.7.1). Neighbourhood Areas permit the use of land for residential purposes, public service facilities including schools, and neighbourhood scale retail, commercial and service uses within mixed use buildings or sites (Section 22.7.2).

Development within Neighbourhood Areas should follow a modified grid pattern street layout which responds to the existing topographic and natural features of the site, encourage the co-location of schools and parks, maximize connectivity throughout the site through the provision of an integrated contiguous trail network, ensure the local and collector road system are designed in a manner that considers needs of various transportation users and respects the urban character of the neighbourhood (Section 22.7.3).

The proposed development conforms with and implements the intent to develop new community areas that provides a complete, walkable and transit supportive community with a range and mix of uses and housing options and minimizes impacts on the natural environment and rural system. The Cultural Heritage Impact Assessment prepared by Wayne Morgan, dated July 2022, and the Archaeological Assessment prepared by Historic Horizons provides recommendations to consider the protection of cultural heritage and archaeological resources. Commercial uses are proposed at key intersections which will accommodate a variety of transportation and transit options. Major commercial uses are provided in the Stage 1 community. The proposed development includes a modified collector road network which maximizes connectivity through the site through the provision of an on and off-road trail network which connects to schools, parks and open space system and provides alternative modes of transportation for a variety of users.

4.6.2 Natural Features and Areas and Rural Lands

Lands designated Natural Features and Areas corresponds to the Core Areas of the Greenlands System as identified in the RPOP and includes key natural heritage features including significant wetlands, woodlands, environmentally sensitive areas and valley and stream corridors, among other things (Section 13.3.1). Where development is proposed in the Natural Features and Areas designation and development adjacent to this designation will require an Environmental Impact Study or equivalent to demonstrate no negative impacts on the feature, ecological function and or hydrological function of the feature (Section 13.3.6).

The Environmental Impact Study prepared by Palmer defines the limits of development and recommends appropriate vegetation protection zones for the natural heritage features to ensure that the proposed development does not have a significant impact on the ecological and hydrological function of the key natural heritage features.

The Rural Lands designation permits a range of agricultural uses, agricultural-related uses and recreational uses (Section 17.10.1.a). Within the Greenbelt Plan Area, proposals for non-agricultural uses should demonstrate that the use and its associated servicing strategy is appropriate on rural lands and there is no negative impacts on key natural heritage features, their functions or their biodiversity and connectivity within the Natural Heritage System and that the proposal is supported by an Agricultural Impact Assessment (Section 17.10.2.b.c).

The proposed development includes a park in the Greenbelt Plan Area, which is a permitted use in the Greenbelt Plan and Draft FCOP. The proposed development conforms to the rural lands policies as the proposed park is outside of key natural heritage and hydrologic features and their associated buffers and presents no negative impacts on the ecological function of the environmental features, as demonstrated through the Environmental Impact Study prepared by Palmer. An Agricultural Impact Assessment prepared by Stantec and submitted in support of the associated OPA application demonstrates that the proposed use is appropriate on the Subject Lands.

4.7 Mayfield West Phase 2 Secondary Plan

The Mayfield West Phase 2 Secondary Plan (“MW2 Secondary Plan”) outlines policies and goals to guide the future land use and development of the MW2 Secondary Plan Area. Following the province’s approval of RPOP 2051 and the Town’s ongoing Official Plan Review, the Subject Lands have been included in the Urban Area and form the northern portion of the MW2 Secondary Plan and complete the western portion of the Mayfield West Study Area. Therefore, the Subject Lands would be subject to the policies and objectives of the MW2 Secondary Plan as proposed to be amended by OPA-2023-0006.

As mentioned, in reviewing the Draft Future Caledon OP policies, the MW2 Secondary Plan policies are consistent with the in-force and effect policies of the current Secondary Plan. Given that the policies are the same in both the in-force and effect Caledon OP and draft Future Caledon OP, the Mayfield West Phase 2 Secondary Plan is reviewed only once.

It is the goal of the MW2 Secondary Plan is to develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design. (Section 7.14.3.1) In order to achieve this goal the MW2 Secondary Plan is to achieve the following objectives:

- a) Achieve net ecological gain, when practical, possible, and advisable;
- b) Adopt an integrated design process;
- c) Foster a local identity rooted in the spirit of the Town of Caledon;
- d) Establish the structure for a close knit small town that fosters self-sufficiency;
- e) Achieve a range and mix of housing, including affordable housing options;
- f) Promote walking, cycling, and transit opportunities;
- g) Maximize conservation and innovation (water, waste, and energy);
- h) Ensure community connectivity and integration at all scales; and
- i) Support adaptive changes. (Section 7.14.3.2)

4.7.1 Growth Management Strategy

The Growth Management Strategy is designed to ensure that development in the MW2 Secondary Plan Area occurs in an orderly, timely and cost-effective manner (Section 7.14.4.1.1).

To ensure conformity with the Town’s growth management objectives, the Secondary Plan includes population and employment targets to ensure that development occurs in a manner consistent with those objectives (Section 7.14.4.1.2). Tables 7.6 and 7.7 of the Secondary Plan establish population and employment targets by Secondary Plan Stage. Stage 1 is planned to achieve a total of 10,348 people and 3,799 jobs and Stage 2 is planned to achieve a total of 7,602 people and 549 jobs. Stage 1 and Stage 2 are also assigned a minimum density target of 77.3 people and jobs per hectare and 67.2 people and jobs per hectare respectively.

The proposed development represents the next logical stage of development in the MW2 Secondary Plan to ensure orderly, timely and cost-effective growth to round out the Mayfield West Rural Service Centre boundary. Similar to the policies for Stage 1 and 2 the proposed amendment through OPA-2023-0006 establishes population, employment and a minimum density target for the Subject Lands to ensure conformity with the Town’s growth management objectives. As such, the MW2-3 Lands are forecast to achieve a population of 13,061 people, 914 population-related jobs and an overall minimum density target of 67.2 people and jobs combined per hectare. The proposed development achieves an overall density of 87 people and jobs combined per hectare, which exceeds the density target established through OPA-2023-0006.

Section 7.14.4.1.5 requires that development in the Secondary Plan conform to the planning and design visions, goals and recommendations of several community-wide studies prepared for the Stage 1 and Stage 2 lands.

The Subject Lands were contemplated for future development within the existing community-wide studies for Stage 1 and Stage 2. In addition, separate studies have been prepared for the Subject Lands which generally address the objectives of the Stage 1 and Stage 2 community-wide study requirements and/or confirm the findings of the existing community-wide studies and include a Comprehensive Environmental Impact Study and Management Plan, Functional Servicing and Stormwater Management Report, Cultural Heritage Assessment and Urban Design Brief among others.

4.7.2 Residential Land Uses

The MW2 Secondary Plan includes five residential land use designations including the following:

- a) Low Density Residential;
- b) Medium Density Residential;
- c) Live/Work Residential;
- d) High Density Residential; and,
- e) Mixed-Use Residential (Section 7.14.5.1.1)

Lands designated Low Density Residential shall permit predominately single and semi-detached housing with opportunities for street townhouses and rear-lane townhouses up to a maximum of three storeys provided that matters pertaining to vehicular access,

parking and land use compatibility are addressed (Section 7.14.5.2.1 and 7.14.5.2.2).

Lands within the Medium Density Residential designation shall accommodate townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses up to a maximum of four storeys (Section 7.14.5.3.1 and 7.14.5.3.2). The MW2 Secondary Plan also requires that where back-to-back townhouses are proposed it shall be demonstrated that adequate amenity space is provided in the form of private or public open space (Section 7.14.5.3.3).

The proposed development includes a range of single detached, street townhouse and lane townhouse units within the portion of the lands proposed to be designated Low Density Residential and is planned to accommodate townhouses, rear-lane townhouses, stacked townhouses, and back-to-back townhouses on the portion of the lands proposed to be designated Medium Density Residential and conforms with the residential land use policies of the MW2 Secondary Plan. A medium density block (Block 1154), is proposed on the lands designated as Low Density Residential. It is anticipated that this block will accommodate a mix of street townhouse and rear lane townhouse units that are permitted uses in the Low Density Residential designation.

4.7.3 Commercial Land Uses

The MW2 Secondary Plan provides that the majority of commercial lands are planned to be located adjacent to and west of Hurontario Street and that the amount of commercial development proposed in the Secondary Plan shall be consistent with the population-related jobs provided in the forecast tables in Section 7.14.4.1. 2 (mentioned above).

Lands designated General Commercial are subject to Sections 5.4.3, 5.4.4 and 5.4.9 of the Caledon OP. In accordance with Section 5.4.4.1, the General Commercial designation applies to the core areas and other specific sites within the Rural Services Centres (including Mayfield West). The designation permits a wide range of retail and service activities including uses such as accommodation, apparel, automotive, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant, and other similar uses and are subject to the general policies and general design policies in Section 5.4.3 and 5.4.9 of the Caledon OP.

In general, the MW2 Secondary Plan provides that commercial sites are to be planned and designed as a pedestrian and cyclist friendly and transit-oriented components of the Secondary Plan (Section 7.14.14.6).

The proposed development conforms with the commercial policies of the MW2 Secondary Plan the commercial blocks are located adjacent to or west of Hurontario Street/Highway 410. Where the General Commercial designation does not front Hurontario Street/Highway 410, it is planned to front onto Old School Road. These locations are planned to maximize accessibility to residents and the traveling public and coincide with the location of potential future transit stops to minimize walking distances to transit

stops.

4.7.4 Institutional Land Uses (Schools)

The MW2 Secondary Plan identifies elementary and secondary school sites by Secondary Plan Stage that are required to serve the MW2 community and establishes criteria for school site sizes and locations. In general, elementary and secondary school sites should be approximately 2.8 hectares and 6.8 hectares in size, respectively (Section 7.14.8.3). School sites should have frontage onto a road with a minimum 22 m right-of-way or a 10 m paved roadway (Section 7.14.8.4). Furthermore, schools sites are encouraged to develop in conjunction with adjacent community parks and/or future proposed recreation facilities in a campus setting to facilitate joint use and achieve economies of land use (Section 7.14.8.6).

The proposed provides an elementary school site to serve the estimated student population based on the relevant school boards pupil yield rates and the population target for the Subject Lands as determined through the proposed OPA application. Aside from identifying the additional public and catholic elementary school sites for the Subject Lands, the proposed amendment does not propose modifications to the school policies. The proposed elementary school site conforms with the policies of the MW2 Secondary Plan as the site is 2.89 hectares in size, has a frontage on a collector road which, in accordance with the Caledon OP, are anticipated to have a right-of-way of 20 to 26 m and is co-located with community and/or neighbourhood parks to provide opportunities for joint use initiatives and land use efficiencies.

4.7.5 Open Space Land Uses (Parks)

Municipal parks in the MW2 Secondary Plan are identified as Open Space Policy Area designation and consist of three main park types: Community Parks, Neighbourhood Parks and Urban Village Squares (Section 7.14.9.1).

Section 7.14.9.2 requires that municipal parks be consistent with the Open Space policies of Section 5.8 of the Caledon OP, which is described in Section 4.5.4 of this report. Furthermore, parks are to be designed to connect to and enhance the Natural Heritage System in the MW2 Secondary Plan as a compatible adjacent land use (Section 7.14.9.6). Minor adjustments to the location and configuration of municipal park sites may be considered and shall be permitted without requiring further amendment to the MW2 Secondary Plan provided the goal of the Secondary Plan is maintained, the opportunity to co-locate schools with parks is maintained, and the adjustment does not result in a significant change to the amount of land proposed for municipal parks in the Secondary Plan (Section 7.14.9.5).

The proposed development conforms with the municipal parks policies of the MW2 Secondary Plan as it proposes 3 municipal parks which are evenly distributed throughout the Subject Lands and are located central to the community to maximize resident accessibility to a range of park facilities. Where possible, the proposed parks are co-

located with the school, to provide opportunities for joint use initiatives and land use efficiencies, and are also generally located adjacent to the Natural Heritage System and/or future trail system to provide an interconnected open space system. The size of the proposed parks varies from 0.4 hectares to 5.80 hectares in size. Although one of the three park blocks does not meet the minimum park size requirement established by the Caledon OP, the total parkland provided for the Subject Lands exceeds the amount of parkland required by the *Planning Act* and should therefore be considered appropriate to meet the needs of the community.

4.7.6 Environmental Policy Land Uses (Natural Heritage System)

Within the MW2 Secondary Plan the Natural Heritage System consists of the Environmental Policy Area and Greenway Corridor designations. These areas provide for a functional and connected natural heritage system that protects and enhances key natural heritage features and areas in and adjacent to the Secondary Plan reflecting the design principle of achieving net ecological gain (Section 7.14.16.1.1).

Permitted uses in the Natural Heritage System are limited to limited to fish, wildlife and conservation management; limited essential infrastructure including road and municipal services crossings, stormwater management facilities and low impact development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays and signage; and site alteration to accommodate the above uses (Section 7.14.16.1.4).

Section 7.14.16.1.5 encourages pedestrian and cyclist linkages between the Natural Heritage System, Recreational Open Space system and school sites be provided where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.

Refinements to the Natural Heritage System boundary in the MW2 Secondary Plan may be considered through the preparation of a community-wide EIR and site specific EIR, without an amendment to the Official Plan, provided that the intent of the Official Plan and the overall Natural Heritage System strategy is maintained and that the adjustment will not adversely impact the ecological or hydrologic functions of the Natural Heritage System (Section 7.14.16.2.3).

As confirmed in the Environmental Impact Study prepared by Palmer Environmental Consulting Group Inc., dated April 2024, the proposed development conforms to the NHS policies of the MW2 Secondary Plan and will not negatively impact the natural features or their ecological functions as the features within and surrounding the Subject Lands are appropriately buffered from proposed areas for development. The proposed development utilizes the ecological constraints and Natural Heritage System established by the Environmental Impact Study and provides setbacks from the NHS and the Greenbelt Lands.

As demonstrated through the Transportation Impact Study, prepared by GHD, the proposed on and off road trail network provides an opportunity for active transportation within the natural heritage system and open space network to provide connections throughout the Subject Lands. The Environmental Impact Study confirms that the proposed trails within the natural heritage system will not impact the ecological function of the environmental features.

4.7.7 Transportation, Transit & Active Transportation

Transportation infrastructure in the MW2 Secondary Plan is to be developed as multimodal transportation corridors that are designed to safely, conveniently and efficiently accommodate a blend of vehicular, transit, bicycle and pedestrian movement (Section 7.14.15.1.1).

Roads within the MW2 Secondary Plan are to be developed in accordance with the guidelines and classifications identified in Section 5.9 of the Caledon OP (Section 7.14.15.1.1). Section 5.9 provides for the following road classifications and right-of-ways:

- Provincial Freeways
- High Capacity Arterials (30 to 50 m road allowance)
- Medium Capacity Arterials (20 to 36 m road allowance)
- Low Capacity Arterials (20 m road allowance)
- Collectors (20 to 26 m road allowance)
- Local Roads (17 to 20m road allowance)

Section 7.14.15.8.1 generally requires sidewalks and/or multi-use trail be provided on both sides of arterial and collector roads and on one side of local roads. Section 7.14.15.2.5 permits other implementation and design details with respect to the conceptual road network as identified in the community-wide Transportation Study.

In general, arterial, collector and local roads and crossings of the Natural Heritage System should be minimized to avoid or minimize encroachment or fragmentation of the Natural Heritage System (Section 7.14.15.2.7).

Development applications should demonstrate that the right-of-way widths can accommodate cycling facilities and on-street parking and that the road network can accommodate access to public transit routes and bus stops (Section 7.14.15.3.2 and 7.14.15.4.3). Particularly, collector and arterial roads shall be designed to include transit stops and bus bays to accommodate transit routes (Section 7.14.15.4.2).

It is the intent of the MW2 Secondary Plan to provide a comprehensive and connected pedestrian and cycling network that provides safe connections between key destinations such as residential neighbourhoods, commercial uses, community uses and the natural heritage system, through the provision of on-street and off-street facilities and recreational trails (Section 7.14.15.6.2 and 7.14.15.7.1). Recreational trails are to be provided along the edge of contiguous natural heritage and open space elements (Section 7.14.15.7.3).

The GTA West Transportation Corridor Planning and Environmental Assessment Study (the GTA West EA) is being undertaken by the Ontario Ministry of Transportation, where a portion of the GTA West EA Preliminary Route Planning Study Area and Focus Analysis Area extends into the MW2 Secondary Plan area, as identified in Figure 19 of the MW2 Secondary Plan. Figure 19, as amended by Official Plan Amendment No. 255, identifies the affected lands are to be determined following the decision on the GTA West Corridor EA Study. The Subject Lands are located within the Study Area for the GTA West EA project and the proposed OPA application updates Figure 19 accordingly to include the Subject Lands in the Mayfield West Rural Service Centre. As noted earlier in this report, the final alignment of the highway has yet to be determined, and this amendment anticipates an alternative route that does not impact the historically planned area of Mayfield.

The proposed development conforms to the transportation policies as it provides a comprehensive and well connected transportation network that provides opportunities for active transportation within the proposed collector road network through sidewalks on one or both sides of the roads, where possible, to provide connections to residential, commercial and community uses. An on and off-road trail system is also proposed to accommodate pedestrian linkages throughout the natural heritage and open space system. The proposed development includes two collector road crossings of the NHS (street A and Street C). As demonstrated through the Environmental Impact Study and the Transportation Impact Study, the crossings of the NHS are minimized, where possible, to maintain a balance of connectivity and protection of the NHS. The proposed crossings are essential to provide connections to Old School Road and Hurontario Street and the locations of the crossings have minimal impacts on the ecological function of the segments of the NHS.

4.7.8 Municipal Services and Public Utilities

In general, the MW2 Secondary Plan policies require that all water and wastewater infrastructure and stormwater management facilities be developed in accordance with the community-wide environmental study and in consultation with relevant agencies (Section 7.14.17.2.1 and 7.14.17.3.1).

Further, all new development in the MW2 Secondary Plan area should be connected to Peel Region's water and wastewater systems in consultation with the Region (Section 7.14.17.2.1).

Regarding stormwater management, adjustments to the number, location and configuration of stormwater management facilities may be assessed through the preparation of the community-wide FSR (Section 7.14.17.3.2). Further, stormwater management facilities in the Provincial Greenbelt shall be designed and constructed in accordance particularly with Section 7.13.4.3 of the Caledon OP, which establishes that stormwater management ponds are prohibited in Key Natural Heritage Features or their Vegetation Protection Zones (Section 7.14.17.3.4 and 7.13.4.3.3.1).

In general, stormwater management facilities are to be located and designed to maintain the natural and ecological integrity of the Natural Heritage System, incorporate best management practices into the stormwater management system including low impact development techniques and measures, and to the greatest extent possible be designed to provide community amenities including pathways and trails and public open space (Section 7.14.17.3.5).

The proposed development locates stormwater management facilities in accordance with the locations recommended in the Functional Servicing Report prepared by Candevcon. There is significant potential for the realization of low impact development techniques and measures that are can be incorporated into the overall stormwater management approach. In accordance with the policies of the MW2 Secondary Plan, these facilities are located adjacent to the Natural Heritage System to maintain the natural and ecological integrity of the system and to provide public open space and active transportation amenities. Where located in the Greenbelt Plan area, the stormwater management facilities are located outside of key natural heritage features and their associated buffers. As such, the proposed development conforms with the MW2 Secondary Plan policies.

4.8 Town of Caledon Zoning By-law 2006-50

The Subject Lands are currently zoned A1 (Agricultural) and EPA2 (Environmental Protection Area 2) in the Town of Caledon Zoning By-law 2006-50, as amended by O.Reg 362/20. The existing zoning generally allows for agricultural-related uses and environmental conservation, respectively.

To implement the Draft Plan of Subdivision, the zoning by-law amendment application submitted for the Subject Lands proposes to zone the property to “Residential Two – Exception 614 (R2-614)”, “Townhouse Residential – Exception 615 (RT-615)”, “Townhouse Residential – Exception 666 (RT-666)”, “General Commercial – Exception 664 (C-664)”, “Rural (A-2)” Zone and “Environmental Policy Area 2 (EPA2)”. The proposed Zoning By-law Amendment is included in the application submission. It should be noted that the proposed development includes a couple of custom lots. The specific zoning standards for these lots will be determined once additional details of the product on the lots is established.

The proposed zoning is consistent with zone standards established through a Ministerial Zoning Order for Mayfield West Phase 2 Stage 2 and the previous zoning standards approved for the Mayfield Phase 2 Stage 1 lands.

5.0

Conclusion

Through the planning analysis detailed in the previous section, it is my opinion that the proposed development is good planning that is consistent with, conforms to, and complies with all applicable Provincial, Regional, and Municipal planning documents.

5.1 Statement of Conformity with Policy Documents

The Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan (2017), the Region of Peel Official Plan (2022), the Town of Caledon Official Plan, the Draft Future Caledon Official Plan, the MW2 Secondary Plan, as proposed to be amended by OPA-2023-0006, and the Town of Caledon Zoning Bylaw 2006-50 have been reviewed in assessing the appropriateness of the proposed development. It is my opinion that the proposed development is consistent with and conforms to the policies and guidelines of these documents, as proposed to be amended, and implements good planning in the public interest.

5.2 Planning Act, Section 51(24)

The Draft Plan represents good planning as it provides for a compact built form with an appropriate range of housing. Its approval will result in the logical and efficient extension of the Mayfield West community. The proposed development implements the policies of the Regional and Local Official Plans. Section 51(24) of the *Planning Act*, sets criteria that planning authorities shall have regard to when considering a Draft Plan of Subdivision. Our response to the criteria is provided in Table 6.

Table 7: Section 51(24) of the Planning Act

	Criteria	Response
a)	The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2	The Zoning By-law Amendment and Draft Plan of Subdivision are consistent with matters of Provincial interest, as outlined in the PPS 2020, and conform to all Provincial Plans. The Draft Plan of Subdivision ensures conformity with growth management, natural heritage, among

	Criteria	Response
		other matters.
b)	Whether the proposed subdivision is premature or in the public interest	The Draft Plan has been thoroughly assessed and is appropriately supported by sufficient technical studies. The Draft Plan is in the public interest based on the policy analysis, to be finally determined following agency review and comment and after the forthcoming public consultation process. The Draft Plan implements the long-standing objectives of the Town, Region and Province to accommodate growth within a settlement area, and delivers development within the planned intent of the Caledon Official Plan.
c)	Whether the plan conforms to the official plan and adjacent plans of subdivision, if any	The Draft Plan conforms to both the Town and Regional Official Plans, subject to the approval of OPA-2023-0006. The Draft Plan is adjacent to previously approved plans of subdivision within the Mayfield West Phase 2 Secondary Plan. The Draft Plan allows for the logical continuation of development and maintains the integrity and character of the Mayfield West community.
d)	The suitability of the land for the purposes for which it is to be subdivided	The proposed development blocks in the Draft Plan are located on lands suitable for the proposed uses, as supported by the submitted technical studies.
e)	The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The Draft Plan provides for a connected network of arterial, collector and local roads that allows for a logical connection between the proposed development in the Mayfield West community surrounding the Subject Lands. The proposed transportation system and right-of-way standards are appropriate as supported by Traffic Impact Study and Functional Servicing Report prepared for the Subject Lands.

	Criteria	Response
f)	The dimensions and shapes of the proposed lots	All proposed lots are dimensioned, and are of an appropriate shape and size, similar to the surrounding residential lots, and conform to the zoning standards set out in the proposed Zoning By-law Amendment.
g)	The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land	The Town of Caledon Zoning By-law 2006-50 provide for the appropriate restrictions on the lands proposed to be subdivided by limiting their use to those permitted in the zoning standards.
h)	Conservation of natural resources and flood control	<p>The Proposed Development will protect and conserve the natural features in conformity with Provincial policy, and the Regional and Local Official Plans.</p> <p>The Draft Plan locates stormwater management facilities within the Greenbelt Plan Area but outside key natural heritage features, in accordance with the policies of the Greenbelt Plan.</p> <p>The preservation of the Natural Heritage System has been identified in the Environmental Impact Study prepared by Palmer which concludes that the proposed development will not provide any negative impacts on the natural heritage features or their ecological function.</p>
i)	The adequacy of utilities and municipal services	The Draft Plan can be serviced with adequate utilities and municipal services as demonstrated in the Functional Servicing Report prepared by Candevcon.
j)	The adequacy of school sites	The Draft Plan proposes an elementary school site within walking distance of the proposed lots and adjacent Mayfield West community. As part of the approvals process, the school boards will determine the need for the school, and if required the appropriate size and location. The proposed school site is generally located

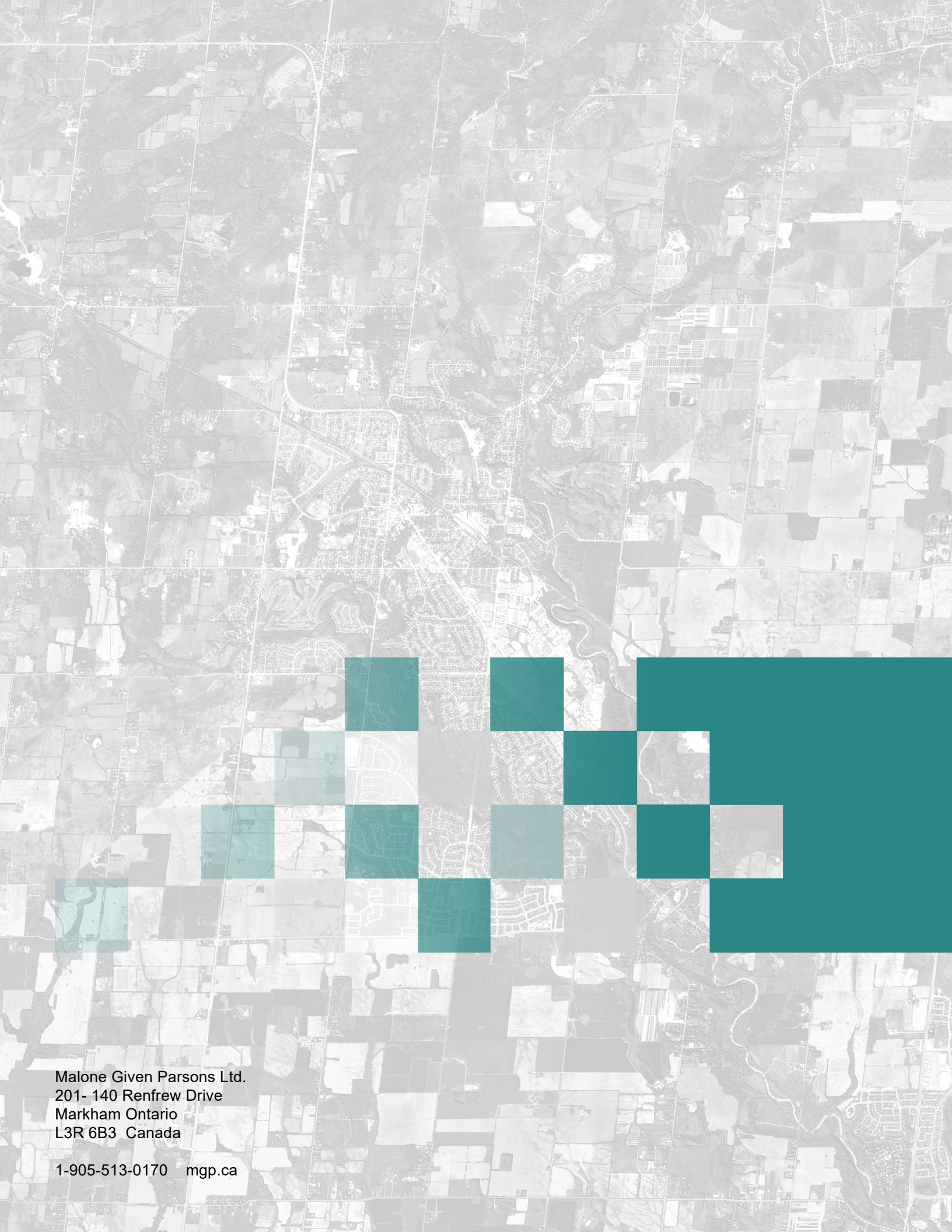
	Criteria	Response
		and sized in conformity with the OPA application (OPA-2023-0006) and is adequate to serve the Proposed Development.
k)	The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes	The Draft Plan proposes Natural Heritage System blocks which will be conveyed into public ownership.
l)	The extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy	The proposed Draft Plan conforms with the MW2 Secondary Plan policies which seek to establish a close-knit small town that fosters self-sufficiency and waste and energy conservation and innovation.
m)	The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)	Conceptual layouts and typical sizes for the townhouse blocks in the Draft Plan have been considered to ensure the size and configuration of these blocks are appropriate should a site plan application be required.

As set out in Table 10, the Draft Plan meets the requirements of Section 51(24) of the *Planning Act*.

5.3 Conclusion

It is my opinion that the proposed development represents good planning in the public interest. The development provides for an appropriate form of development in the Mayfield West Community, being an area within the Town that has been identified for development and is required to accommodate forecasted growth. Its approval will result in a logical and efficient street pattern and an urban form that is compatible with the existing Mayfield West Phase 2 community. The development implements the policies of the Growth Plan, the Region of Peel Official Plan, Town of Caledon Official Plan, the MW2 Secondary Plan, as proposed to be amended by OPA-2023-0006, and the Town of Caledon Zoning Bylaw 2006-50 and is consistent with the Provincial Policy Statement, 2020.

The proposed Draft Plan of Subdivision has appropriate regard to the requirements of Section 51(24) of the Planning Act. The proposed plan delivers residential development in combination with adequate and appropriately located community uses. The lot sizes are compatible with the existing Mayfield West community. The proposed development protects the significant natural heritage features, as supported by the EIS prepared by Palmer, dated April, 2024.



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