

PLANNING OPINION REPORT

Official Plan Amendment
Mayfield Tullamore Secondary Plan
Caledon, ON

Prepared For:
Mayfield Tullamore Landowners Group Inc.

Official Plan Amendment

Planning Opinion Report

**Mayfield Tullamore Secondary Plan
Caledon, ON**

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1.0

Background

1.1 Overview

Malone Given Parsons Ltd. (“MGP”) are the planning consultants for Mayfield Tullamore Landowners Group Inc. (“MTLOG”). The MTLOG is proposing an Official Plan Amendment (“OPA”) to amend the Town of Caledon Official Plan to create a more detailed planning framework and urban land use designations for a portion of the adopted new community area. The lands subject to the OPA application are generally bounded by Old School Road to the north, Torbram Road to the east, Mayfield Road to the south and Bramalea Road to the west and are composed of sixty-two (62) parcels of land totaling approximately 607 hectares or 1,500 acres (the “MTSP Area”). Of the MTSP Area, approximately 73% of the land is made up of participating landowners within the MTLOG.

The lands subject to this OPA application have recently been brought into the urban boundary as part of the recently concluded Municipal Comprehensive Review process. The MTSP Area is now included in the Regional Urban Boundary in the new Region of Peel Official Plan, as well as the recently adopted Future Caledon Official Plan. An amendment to the Official Plan to the Town of Caledon, through the preparation and approval of a secondary plan, is required to determine detailed land use designations prior to any development occurring on these lands.

The purpose of this report is to provide an outline of the proposed OPA while analyzing and rendering a planning opinion on the proposed OPA in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts. The application is intended to commence a working relationship with the Town to undertake the comprehensive planning and designation of this area for development. It is noted that on-going work, collaboration with the Town, and public consultation is required prior to final approval of the OPA. Moreover, a Terms of Reference was provided to the Town as part of the PARC meeting that outlines the work program for this Secondary Plan, as well as a future Tertiary Plan process, including the supporting technical studies required to inform the overall comprehensive development of this area. This OPA application aligns with these Terms of Reference.

This Secondary Plan (Official Plan Amendment) will follow concurrently with site-specific development applications (e.g. Draft Plan of Subdivision and Zoning Bylaw Amendment)

by individual landowners, which will allow for a comprehensive and coordinated land use planning process to occur while permitting site-specific developments to adapt in tandem to the evolving secondary plan process. This approach will allow development in this area to proceed in a timelier manner, while ensuring that the larger scale community planning is properly informed with more detailed information from the development application submissions.

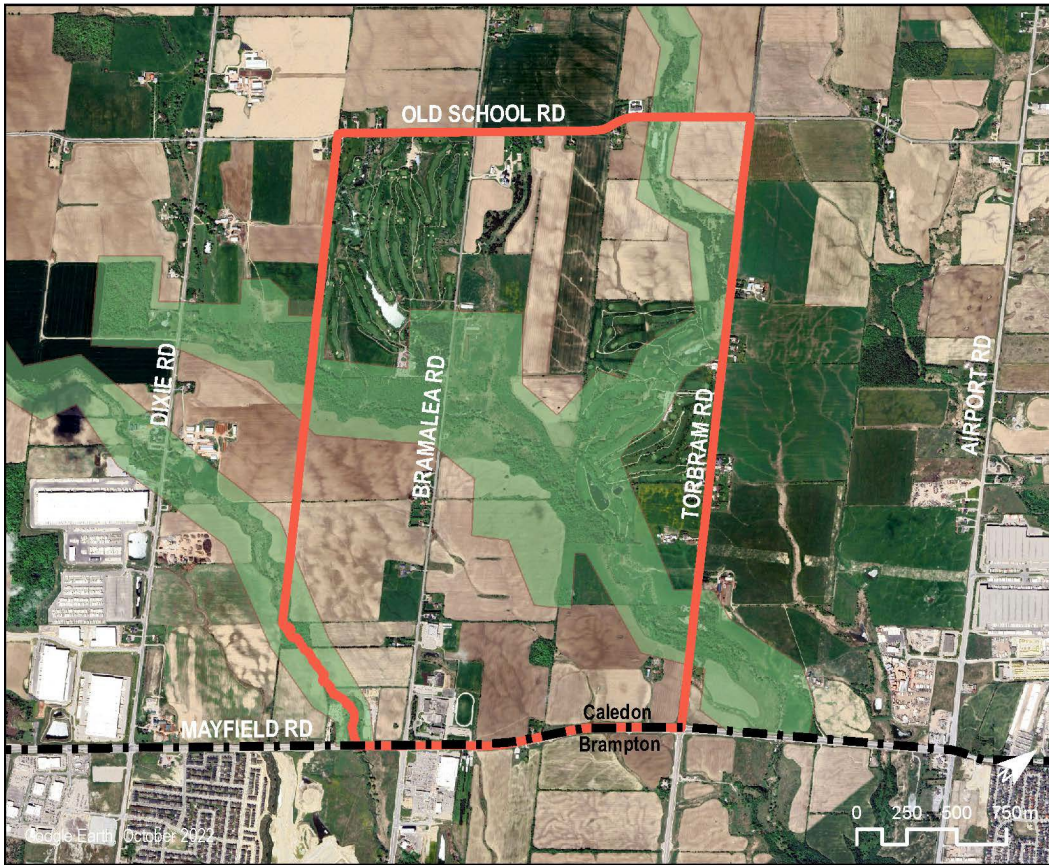
A Pre-Application Review Committee (PARC) Meeting occurred on June 6, 2024 where constructive feedback on the initial proposal was received and the list of drawings, supporting studies and reports were identified.

This Planning Opinion Report, in addition to the other technical studies, is submitted to accompany the OPA application to form a complete application under the Planning Act.

1.2 Location and Context

The MTSP Area consists of 62 parcels that are approximately 607 gross hectares (1,500 acres), north of Mayfield Road, south of Old School Road, west of Torbram Road, and east of Dixie Road. The MTSP Area has frontages of approximately 3.1km along Torbram Road, 1.6 km along Mayfield Road, 2.1km along Old School Road, and 3.1km along both sides of Bramalea Road. The MTSP Area currently primarily consists of agricultural and rural residential land uses. The MTSP Area is shown in Figure 1 below. The MTSP Area parcels are legally described in Appendix 1.

Figure 1: Aerial Location Graphic



- Subject Lands
- Greenbelt Plan
- Municipal Boundary

1.2.1 Surrounding Lands

The MTSP Area is surrounded by the following uses:

North:

- Old School Road
- Agricultural Uses
- Farm Related Single Detached Dwellings

East:

- Torbram Road
- Agricultural Uses
- Single Detached Dwellings
- Under construction industrial business park
- Commercial Uses

South:

- Mayfield Road
- Commercial Uses

West:

- Dixie Road
- Agricultural Uses

- Agricultural Uses
- Low Density Residential Development
- Industrial Uses
- Farm Related Single Detached Dwellings

1.3 Demographic, Economic and Employment Profile

1.3.1 Population

The population of the Town of Caledon was 76,600 residents in 2021 representing an increase of 19,550 people from 2006. As shown in Table 1 below, Caledon experienced an average population growth between 2006 and 2021 of 1,303 people per annum (2% per annum) over the period. Caledon’s growth rate is higher than the Halton Region’s growth rate (1.5%) and the Provincial rate (1.1%).

Table 1: Population Growth in Caledon, 2006-2021

Area	Historic				Growth 2006-2021
	2006	2011	2016	2021	
Caledon	57,050	59,450	66,500	76,600	19,550
Compound Annual Growth Rate	0.8%		2.3%	2.9%	2.0%
Average Annual Growth	480		1,410	2,020	1,303
Peel Region	1,159,400	1,296,800	1,381,750	1,451,000	291,600
Compound Annual Growth Rate	2.3%		1.3%	1.0%	1.5%
Average Annual Growth	27,480		16,990	13,850	19,440
Ontario	12,160,300	12,851,850	13,448,500	14,223,950	2,063,650
Compound Annual Growth Rate	1.1%		0.9%	1.1%	1.1%
Average Annual Growth	138,310		119,330	155,090	137,577

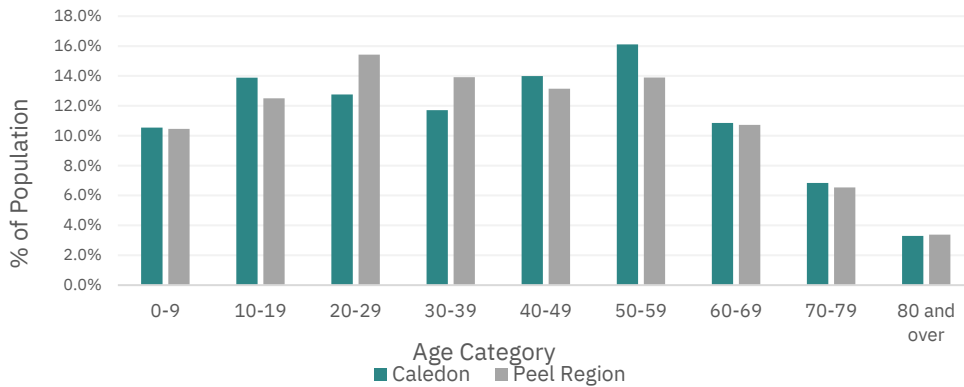
Source: Statistics Canada 2006, 2011, 2016, and 2021 Census

The Region of Peel Official Plan 2051 targets population growth in Caledon to reach a total population of 200,000 by 2041 and 300,000 by 2051. To reach the 2041 and 2051 population targets, per annum growth rates of 4.9% and 7% will be required respectively. These are significantly higher than Caledon’s historic 2% average per annum growth rate between 2006 and 2021 as shown in Table 1. Significant development will be required to keep up with the projected growth in the 2041 and 2051 population targets.

1.3.2 Age

In general, the Town of Caledon has a similar age distribution to the Region of Peel with small key differences in several groups. As shown in Figure 2 below, Caledon has a higher proportion of residents between the ages of 10-19, 40-49, and 50-59 in comparison to the Region while the Region has a higher distribution of residents aged 20-29 and 30-39. The age group with the largest distribution of residents in Caledon is the 50-59 category representing 16.1% of the population. This distribution indicates both a more family-oriented population with larger numbers of younger elementary and high school-aged residents as well as a higher portion of residents aged 40+. The Region’s distribution in comparison represents a higher number of younger working-age residents aged 20-39.

Figure 2: Age Distribution (2021)



Source: Statistics Canada 2021 Census

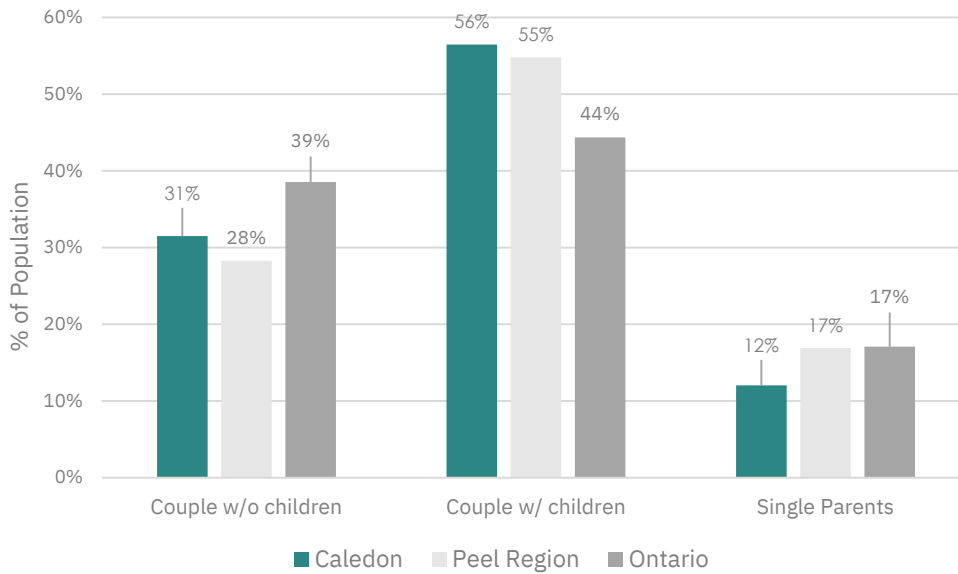
The age profile as displayed in Figure 2, has various implications on the supply and demand in the Caledon housing market. Firstly, the older Baby Boomer generation has displayed an affinity for “Aging in Place”, which has limited the return of existing housing (mainly family-oriented housing) to the resale market. However, it is clear from the higher distribution of younger age groups that Caledon continues to attract young families seeking ground-related housing units. This coupled with increasing household sizes lacking availability and affordability for grade-related housing units results in pressure to deliver family-oriented housing. To reflect this market demand trend, most units delivered in the MTSP will be ground-oriented housing units.

1.3.3 Household Composition

As shown below in Figure 3, over half (56%) of households in Caledon are comprised of traditional families (i.e. couples with children) which is similar to the Region (55%) and significantly higher than the Province (44%). Couples without children account for the second highest household composition in Caledon representing approximately one-third of households (31%). The remaining households consist of single-parent homes (12%).

Based on the age distribution shown in this section previously, there is both significant portions of younger 10-19 residents as well as older 40+ cohorts that will continue to need to be accommodated. This affirms the need for the MTSP to deliver more family-oriented, ground-related housing units to the Town of Caledon. As discussed later in this report, similar to many areas in the Province, there is a significant rise in housing prices within Caledon and as such, the MTSP should consider more attainable alternatives, including narrower single-detached lots and more dense ground-related housing types including townhomes, at least in the short term.

Figure 3: Household Composition (2021)

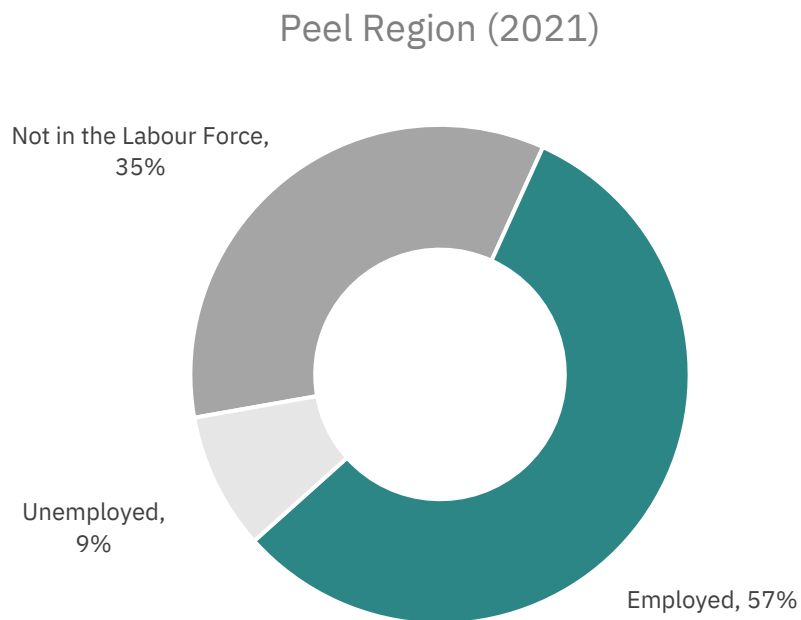
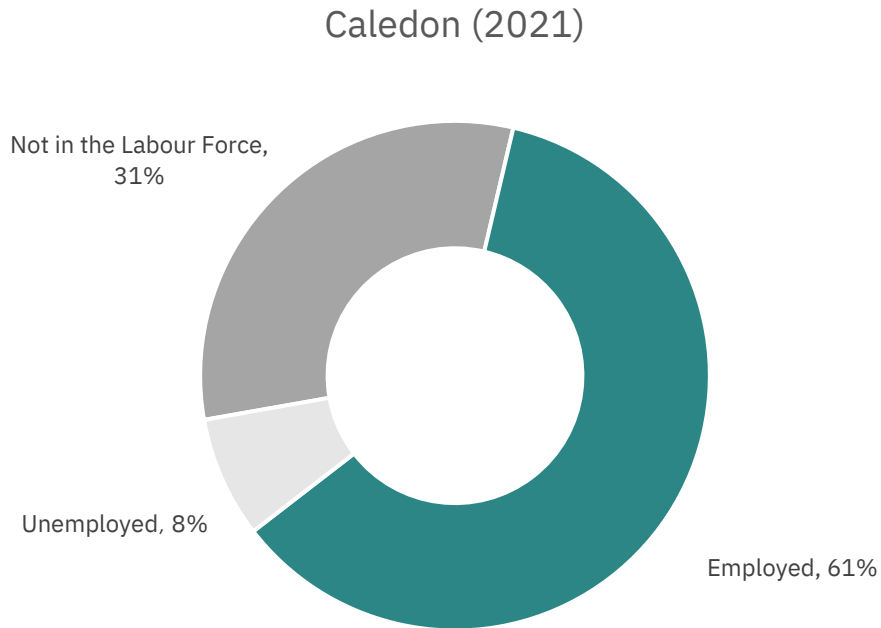


Source: Statistics Canada 2021 Census

1.3.4 Labour Force

As shown in Figure 4 below, Caledon had nearly two-thirds (61%) of its population over 15 years old employed in 2021, which exceeded the Regional employment rates (57%) and is similar with the Provincial employment rates (63%). The Town also maintained an unemployment rate of 8%, which is slightly lower than the Regional rate (9%) and consistent with the Provincial rate (8%).

Figure 4: Labour Force (2021)



Source: Statistics Canada 2021 Census

The 2021 labour force in Caledon totaled approximately 38,300 workers (aged 15 years and older). The largest percentage of the labour force was employed in the Construction (11.4%), Manufacturing (11.1%), and Retail Trade (11%) sectors, followed by Transportation and Warehousing (9.6%) and Educational Services (8.1%). Combined, the

five major office sectors (information and cultural industries; finance and insurance; real estate, rental, and leasing; professional, scientific and technical services; and management of companies and enterprises) represent a significant portion (17.6%) of the Town’s labour force but is still significantly less than the Regional rate (23%) and Provincial (20.8%) rate.

Table 2: Employment Type by NAICS Code for Caledon and Peel Region, 2021

Employment Type	Caledon		Peel Region		Ontario	
	Total Place of Work	% of Labour Force	Total Place of Work	% of Labour Force	Total Place of Work	% of Labour Force
11 Agriculture, forestry, fishing and hunting	500	1.3%	1,795	0.3%	99,045	1.5%
21 Mining, quarrying, and oil and gas extraction	55	0.1%	785	0.1%	32,660	0.5%
22 Utilities	165	0.4%	2,995	0.4%	53,755	0.8%
23 Construction	4,385	11.4%	43,705	6.4%	487,400	7.5%
31-33 Manufacturing	4,260	11.1%	75,300	11.1%	601,725	9.3%
41 Wholesale trade	1,955	5.1%	34,560	5.1%	230,275	3.5%
44-45 Retail trade	4,210	11.0%	74,195	10.9%	683,150	10.5%
48-49 Transportation and warehousing	3,685	9.6%	79,595	11.7%	341,025	5.3%
51 Information and cultural industries	665	1.7%	16,070	2.4%	156,050	2.4%
52 Finance and insurance	1,815	4.7%	47,830	7.0%	386,250	5.9%
53 Real estate and rental and leasing	920	2.4%	15,885	2.3%	143,025	2.2%
54 Professional, scientific and technical services	3,165	8.3%	72,865	10.7%	642,655	9.9%
55 Management of companies and enterprises	175	0.5%	3,390	0.5%	25,260	0.4%
56 Administrative and support, waste management and remediation services	1,550	4.0%	31,995	4.7%	281,860	4.3%
61 Educational services	3,110	8.1%	37,745	5.6%	487,940	7.5%
62 Health care and social assistance	3,035	7.9%	65,335	9.6%	817,405	12.6%
71 Arts, entertainment and recreation	430	1.1%	4,915	0.7%	85,955	1.3%
72 Accommodation and food services	1,110	2.9%	26,815	4.0%	293,020	4.5%
81 Other services (except public administration)	1,395	3.6%	19,895	2.9%	228,525	3.5%
91 Public administration	1,725	4.5%	22,990	3.4%	415,925	6.4%
Total	38,300	100%	678,660	100%	6,492,895	100%
Usual Place of Work	21,780	56.9%	391,690	57.7%	3,768,210	58.0%
Total Work from Home	10,700	27.9%	191,115	28.2%	1,929,760	29.7%
No Fixed Workplace Address	5,730	15.0%	92,180	13.6%	765,180	11.8%
Worked Outside of Canada	90	0.2%	3,665	0.5%	29,740	0.5%
Total	38,300	100%	678,660	100%	6,492,895	100%

Source: Statistics Canada, 2021 Census

Table 2 above provides the employment type in Caledon in 2021. Population-related employment (NAICS Codes, 44-45, 61, 71, and total work from home) accounted for approximately 48.2% of the Caledon population in 2021. The large percentage reflects the significant shift to working from home necessitated by the pandemic. However, in 2016, the total work from home rate was 4.5% and it is anticipated that the percentage of those working from home in the future will likely begin to move back closer to this distribution in the future. Since the MTSP will be predominately residential-focused, it is anticipated that it will accommodate a higher proportion of population-related employment types.

1.3.5 Household Income

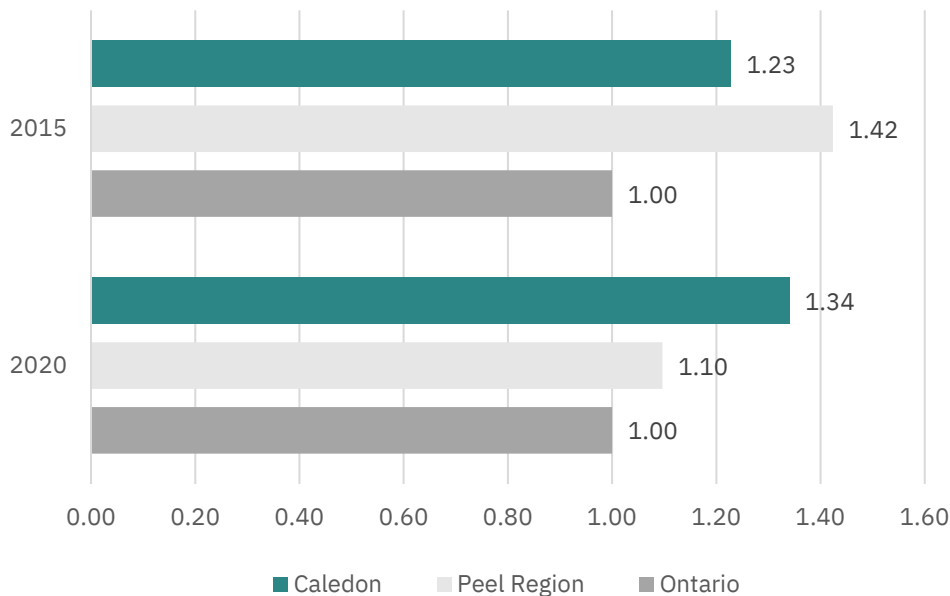
Average household income levels in the Town and the Region were reviewed as a basis for determining the current and future residential purchasing power of Caledon residents.

For comparative purposes, the local municipal, regional and provincial average household incomes were indexed. As shown below in Figure 5, the 2015 average household levels in Caledon were 23% higher than the Province and 19% lower than Peel Region.

In 2020, income levels in Caledon continued to be well above the Provincial average (34% higher) and were now higher than the Region (24% higher). The Region index had dropped significantly from 1.42 to 1.10 and is partially the reason Caledon has surpassed the Region as their previous index in 2015 was higher than Caledon 2020 index.

Overall, the average household income of Caledon residents increased by \$17,881 from \$137,519 in 2015 to \$155,400 in 2020, which equates to a 13% increase. Based on the data available from 2015 and 2020, it is unlikely that income growth will keep up with the growth of housing prices in the current market as discussed later in this report despite income in Caledon increasing more rapidly than the rest of the Region and Province. This gap between income growth and household pricing growth will likely continue to result in increased household demand for denser unit types and more affordable housing alternatives, at least in the short term. There is a potential that this gap could moderate by the time the MTSP is built out.

Figure 5: Average Household Income Index in Caledon (2021)



Source: Statistics Canada, 2021 Census

1.4 Local Development Trends

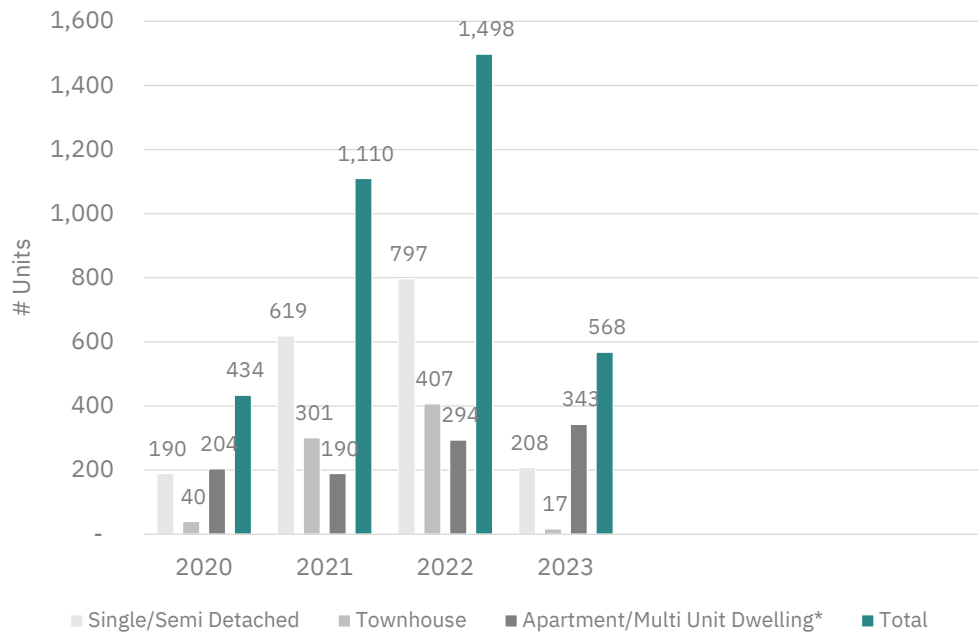
As per Figure 6 below, the predominant form of building permits issued within the Town of Caledon varies significantly between years based on the data taken from the Peel Region Data Portal. In the year 2020, a total of 434 building permits was issued with the highest distribution of permits being issued for apartment units (47%) with single

detached units containing a slightly lower distribution (44%). During the years of 2021 (1110 permits issued) and 2022 (1498 permits issued), the number of annual permits issued significantly increased. Included within this increase was a notable shift in the types of building permits issued with the majority of permits in both 2021 and 2022 (55% and 51% respectively) being for single and semi-detached units. Townhouse units also saw a significant increase in the number of building permits issued while the number of apartment unit building permits only saw minor increases. This represents a shift towards lower density housing during 2021 and 2022 as the average number of annual permits for single detached units was effectively tripled from 2020.

In the year 2023 the number of single detached units decreased considerably while the number of apartment unit building permits continued to see minor increases. This resulted in the distribution of building permits in 2023 to be majority apartment units (60%) while both single and semi-detached units (37%) and townhouse units (3%) had the smallest distribution of any year from 2020 to 2023. With increased housing prices, the market demand may continue to shift towards more affordable housing alternatives including higher-density ground-related unit types, at least in the short term.

The MTSP is proposing a unit mix that delivers predominately ground-related housing and allows for the flexibility to provide higher density development through the land use permissions within the urban corridor and neighbourhood centers. Caledon has a low number of building permits being historically issued for townhouses, especially in 2023. This is likely resulting in an increasing missing middle within the Town despite the increasing needs for more attainable housing options within the market. The MTSP will provide flexibility to provide a greater range of housing that can address this missing middle to provide a more diverse housing market. Additional opportunities may also arise through the latter years of build out as the market continues to shift as a response to increased housing prices. The proposed unit mix in the MTSP provides the flexibility to adapt to the current and future market conditions.

Figure 6: Caledon Building Permits Issued 2020-2023

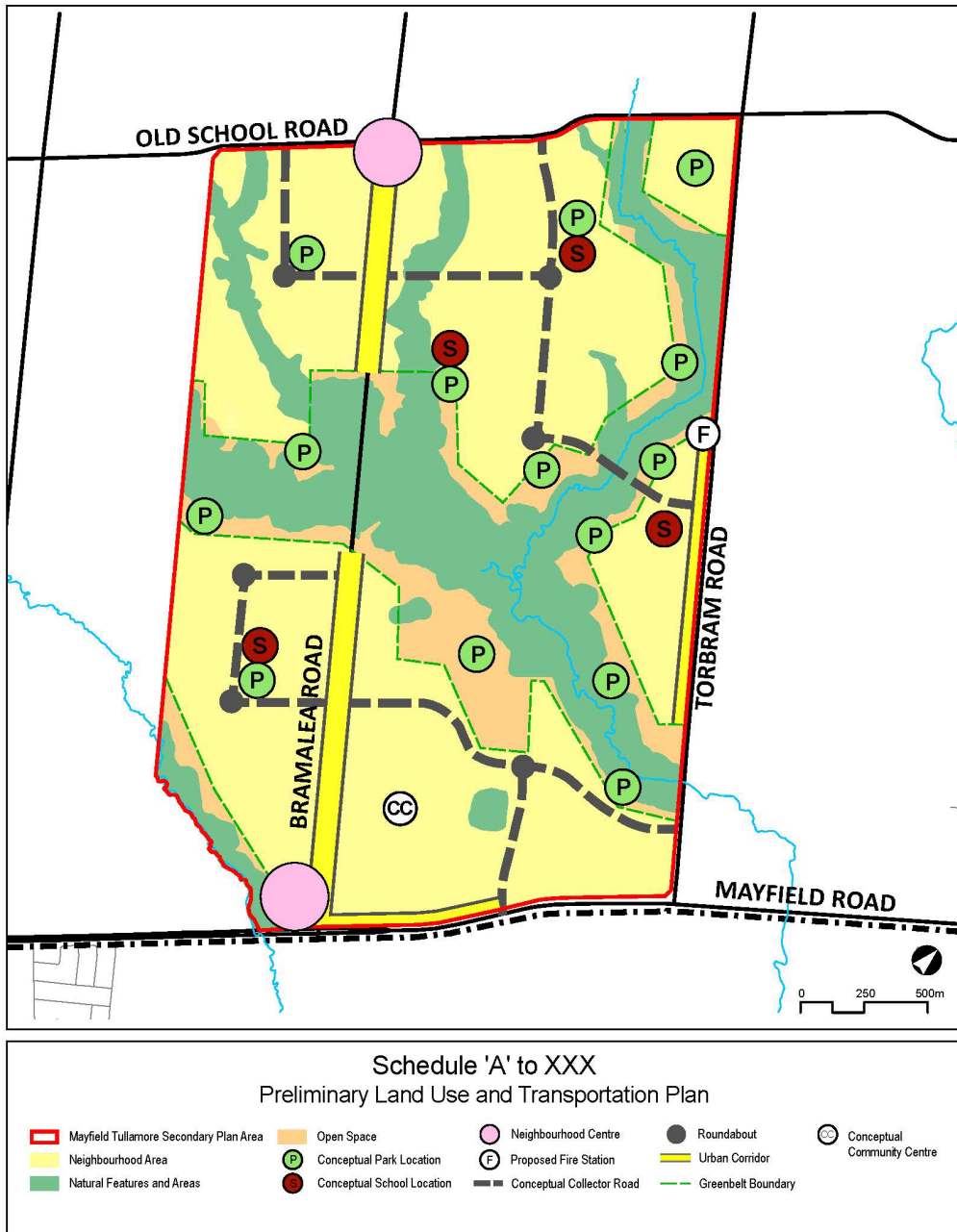


Source: Peel Region Open Data, 2020-2023

2.0 Proposed Development

The MTLOG is proposing an Official Plan Amendment to the Town of Caledon Official Plan for the MTSP Area to establish a comprehensive plan for the area in order to achieve a complete, coordinated, healthy, high quality and sustainable community. The Official Plan Amendment application is required in order to determine detailed land use designations, along with a planning framework ensuring that the staging and sequencing of development supports a logical development manner that efficiently utilizes existing infrastructure. A copy of the Draft Official Plan Amendment is provided as part of this submission. The proposed land use schedule included in the amendment, as shown in Figure 7 below, will designate the lands for a range of residential, commercial, institutional, parks and open space uses and a public road network. The proposed Official Plan Amendment and Land Use Plan is described in further detail in the Section 7.

Figure 7: Proposed Land Use Plan Schedule



Source: MGP (2024)

The MTSP Area is intended to be developed into a sustainable, healthy, connected and complete community with a large diversity of land uses, housing options, built form, and community amenities that are capable of supporting the future MTSP community.

The MTSP Area is intended to accommodate a minimum population of 25,000 people and

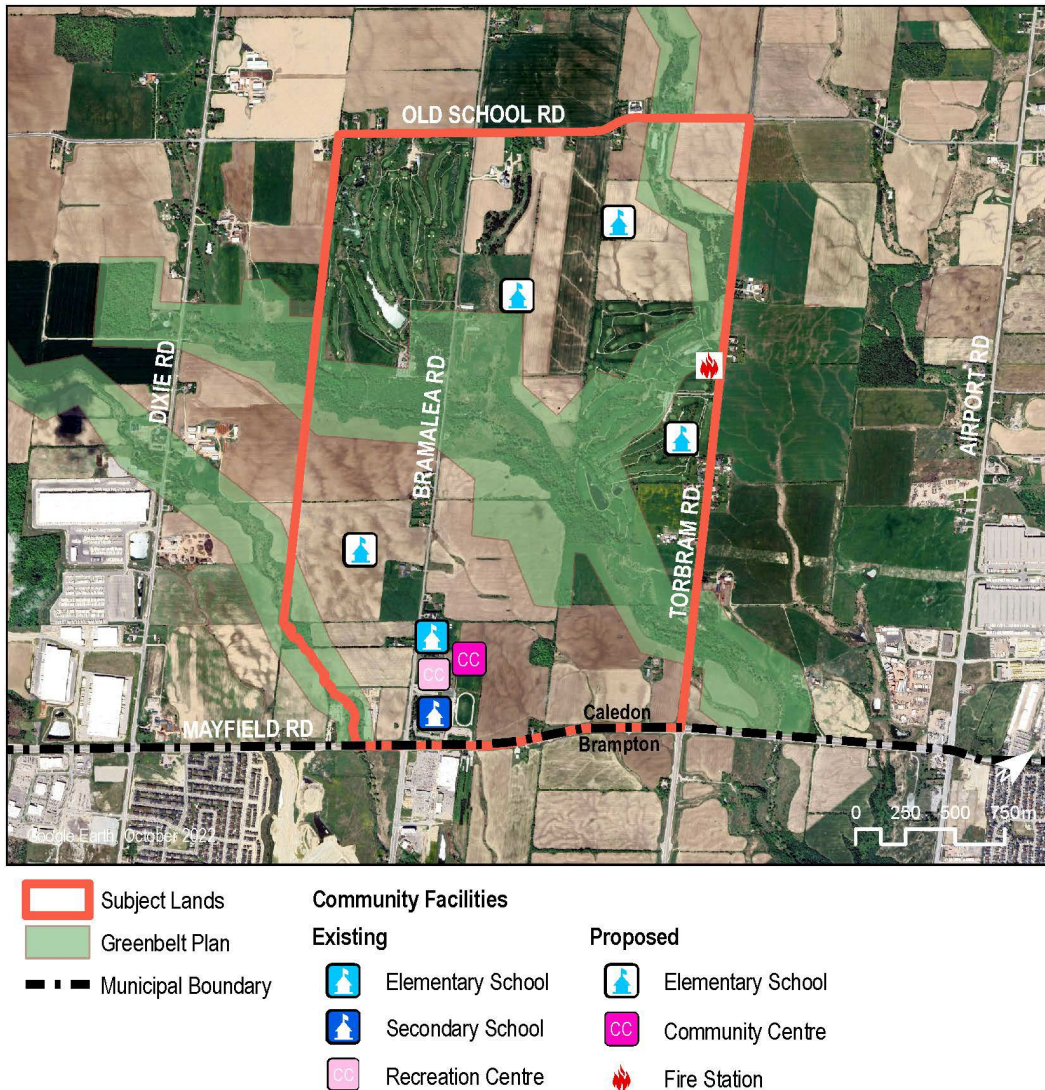
2,000 jobs for a minimum density of 70 people and jobs per hectare. A range of housing options will be permitted to be built with complementary neighbourhood supportive uses such as institutional, commercial, office, and recreational uses, which is intended to provide opportunities for residents of a variety of incomes and needs to live, recreate, learn, shop, work, and worship within a walkable community. The MTSP is anticipated to yield a total of 7,650 units comprised of 3,890 single/semi-detached units (51%), 850 secondary units (11%), 1,750 street townhouse units (23%), 780 back-to-back/stacked townhouse units (10%), and 380 apartment units (5%).

The MTSP community will be designed to prioritize sustainability and accessibility, ensuring that all residents can enjoy a high quality of life. Central to this vision is the creation of walkable neighborhoods, where community facilities such as parks, schools, and recreational uses are strategically located within a short walking distance from all residential areas. This approach will reduce the community's reliance on cars, thereby lowering carbon emissions and promoting healthier lifestyles. The plan provides for the protection of approximately 200 hectares of land comprised of natural heritage features, which will be preserved and enhanced with flexibility in mind for potential public use where appropriate. Green spaces will be thoughtfully integrated throughout the community, providing natural habitats for local wildlife and fostering a connection between residents and nature.

As shown in Figure 7 above, the majority of lands within the MTSP community will primarily be intended as Neighborhood Areas which will include permissions for ground-oriented and low-rise residential uses. Higher density uses are planned to be located along major arterial roads in strategic locations that are proposed to be designated as urban corridors. These urban corridors will support a thriving local economy with opportunities for retail and services to be located near local residents. These strategic urban corridors will provide transit-supportive densities capable of also providing economic opportunities in the form of commercial uses and services. The highest density development within the MTSP Area will be located within the Neighbourhood Centres, which will act as significant focal points within the community at key intersections. These centres will offer a range of goods and services to the neighbourhood for residents and workers' daily needs within easy walking or cycling distance. Mid-rise or high-rise buildings are envisioned in these areas that will provide a mix of uses for residential, commercial, office, and service uses.

This urban structure hierarchy will create an urban pulse along the urban corridors, which will form a gradual ascent to the focal points that are the Neighbourhood Centres at key intersections.

Figure 8: Proposed and Existing Community Facilities



Source: Google (2022), MGP (2024)

As shown in Figure 8 above, a Community Center is proposed centrally located within the southern half of the MTSP Area as noted by Town staff during the PARC process. It is intended to support the community and will replace the existing recreation center that is located between Mayfield Secondary School and James Grieve Public School near the intersection of Bramalea Road and Mayfield Road. A fire hall is proposed near the central eastern boundary of the MTSP Area along Torbram Road to service this growing community. Parks have been evenly distributed throughout the MTSP Area with the intention of providing accessible use to all residents in the community. Parks have generally been co-located near the existing Natural Features to provide stronger vistas and connections to the proposed multi-use pathway following the NHS. In addition to the existing elementary and secondary schools in the MTSP Area, 4 additional elementary schools are proposed. The proposed schools are spread out and located to be accessible

to the surrounding neighborhoods with one being located near the southwest boundary, one located near the central eastern boundary, and the remaining two being located in the norther half of the MTSP Area. Schools have additionally been co-located where possible with parks to make efficient use of land. A further breakdown of amenities and service is provided in Section 5.6 of this report.

3.0 Housing Profile

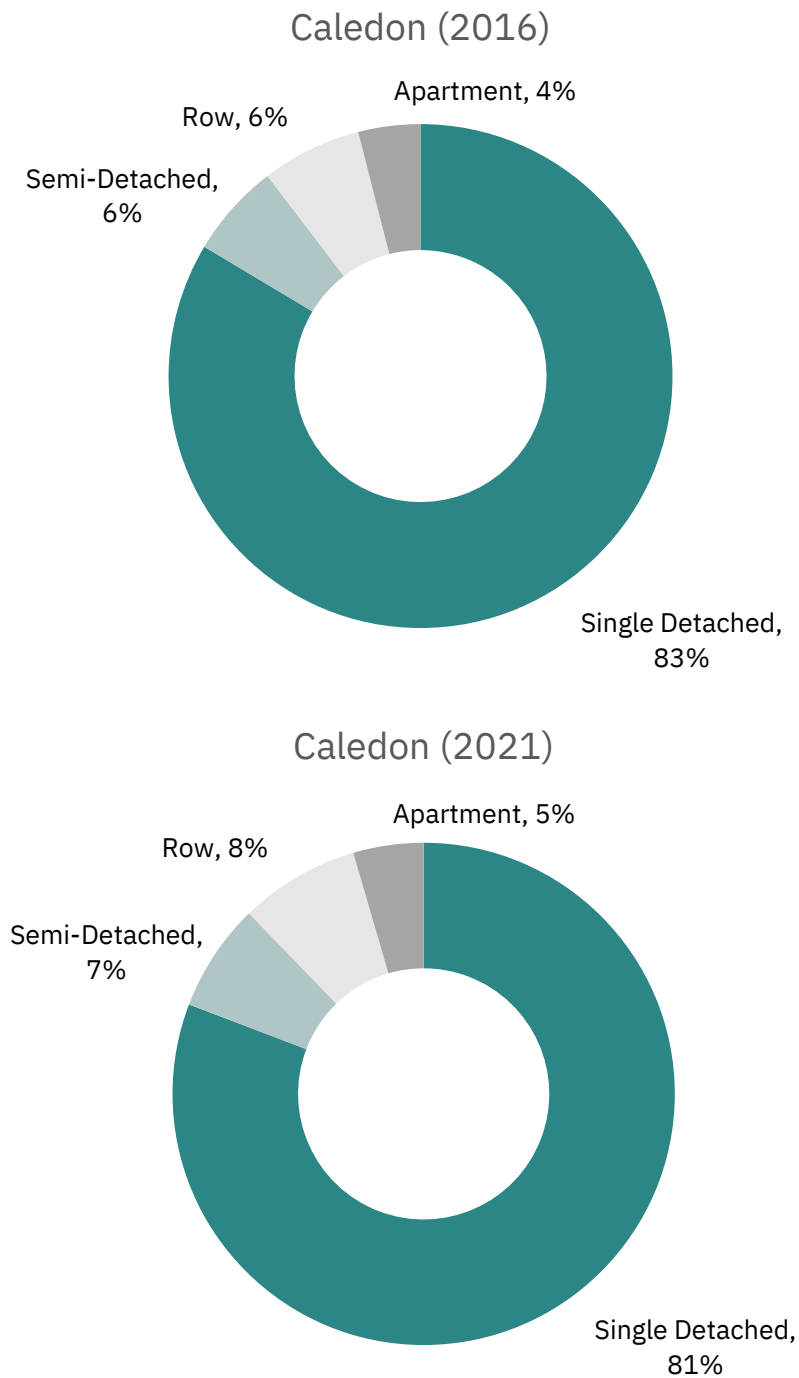
3.1 Current Housing Stock

From 2016 to 2021 the number of occupied dwellings in Caledon increased from 21,250 to 23,695, a difference of 2,445. The dominant housing type in the Town in 2021 is single-detached dwellings which accounts for a majority (81%) of all occupied dwellings in 2021. This is a significantly higher distribution of single detached homes in comparison to the Region of Peel (46%) and the Province (54%). Row houses account for the second most occupied dwellings in Caledon at 8%, followed by semi-detached dwellings at 7%, and apartment dwellings at 5% which is significantly less than Peel Region (29%) and the Province (31%).

As shown in Figure 9 below, there have been minor shifts from 2016 to 2021 in unit distribution within the Town. The distribution has largely remained similar but has seen a minor decrease in the distribution of single detached homes while distributions of apartments, semi-detached, and row houses have increased. This shift, although minor, is based on the market response to the introduction of the Growth Plan, which forced a more efficient use of land through the constraint of available developable land in the Greater Golden Horseshoe.

It is important to note that the increasing housing prices for ground-related housing will push purchasers to consider more affordable alternatives. While single-detached units will remain the preferred option for purchasers in Caledon, the shifts in housing pricing will likely lead to a market acceptance for denser unit types, at least in the short term. The MTSP is anticipated to deliver a unit mix that adequately reflects this current change in market demand and the historic unit distribution identified in Figure 9 and provides flexibility to adapt to the market by full buildout.

Figure 9: Occupied Dwelling by Type in Caledon



Source: Statistics Canada, 2021 Census

3.1.1 Rental Housing Supply

The Canada Mortgage and Housing Corporation (CMHC) Rental Housing Report for the Greater Toronto Area, provides housing for the Town of Caledon for the years of 2018 to 2023. The most recent rental housing data (2023) estimates that there are approximately 224 rental units in the Town of Caledon. It should be noted that this count only represents the primary rental housing market as reported to CMHC and does not account for the secondary rental market. Over the course of the data collection period from 2018 to 2023, the total number of rental units saw a large increase between the years of 2019 and 2020 but has remained static since. Table 3 below delineates the number of rental units by number of bedrooms from 2018 to 2023.

Section 5.9.11 of the RPOP states that 25% of all new housing units are to be rental tenure. Based on the Peel Region Housing Assessment, 24% of the housing supply in 2016 in the Region were rental units. The Region of Peel Housing and Homelessness Plan (“PHHP”) provides more insight into the Region's objective of more affordable rental units.

However, the Town of Caledon in 2017, contained the smallest contribution to rental housing out of the 3 municipalities, only contributing 80 purpose-built rental units in 2018 and 2019 (only 0.2% of the overall Regional rental supply), as shown in Table 3 below. In 2020, the number of purpose-built rentals increased to 224 (still only representing 0.5% of the Region’s housing supply) and has since remained the same.

Table 3: Caledon Number of Townhouse and Apartment Rental Units by Bedroom Type, 2018-2023

	2018	2019	2020	2021	2022	2023	Change	
							2018-2023	
Bachelor	11	11	29	29	29	29	18	264%
1 Bedroom	26	26	73	73	73	73	47	281%
2 Bedroom	36	36	100	100	100	100	64	278%
3 Bedroom	7	7	22	22	22	22	15	314%
Total	80	80	224	224	224	224	144	280%

Source: CMHC Rental Market Report (Table 3.1.3), 2018-2023

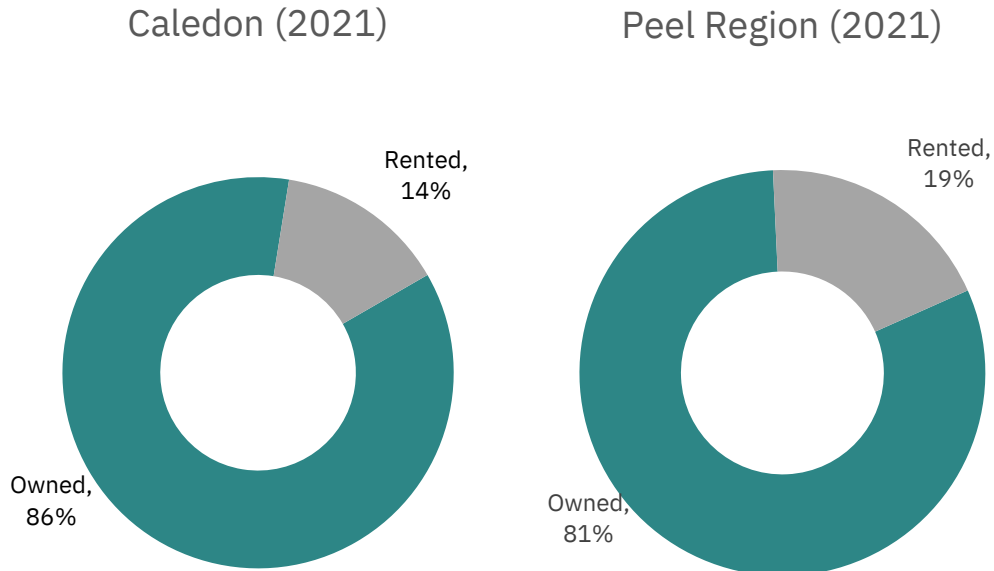
Table 3 above shows that Caledon as a whole has seen an increase of 280% in total rental units between 2018 and 2023 with the biggest increase being 3-bedroom rental units (314% increase). The total 2023 rental vacancy in Caledon as identified by the CMHC was 6.3%, which is significantly higher than the rental vacancy in Peel Region (1.9%).

The MTSP includes a policy framework to facilitate secondary suites which provides an opportunity for a greater supply of rental units in the primary rental housing market and in a secondary plan area that is intended to accommodate primarily ground-oriented housing types.

3.2 Housing Tenure

The majority of occupied units in Caledon are owned, with ownership rates estimated at 86% in 2021. As shown in Figure 10 below, the high percentage of home ownership is consistent with the average housing tenure in Peel Region (81%).

Figure 10: Occupied Dwellings by Tenure in Caledon



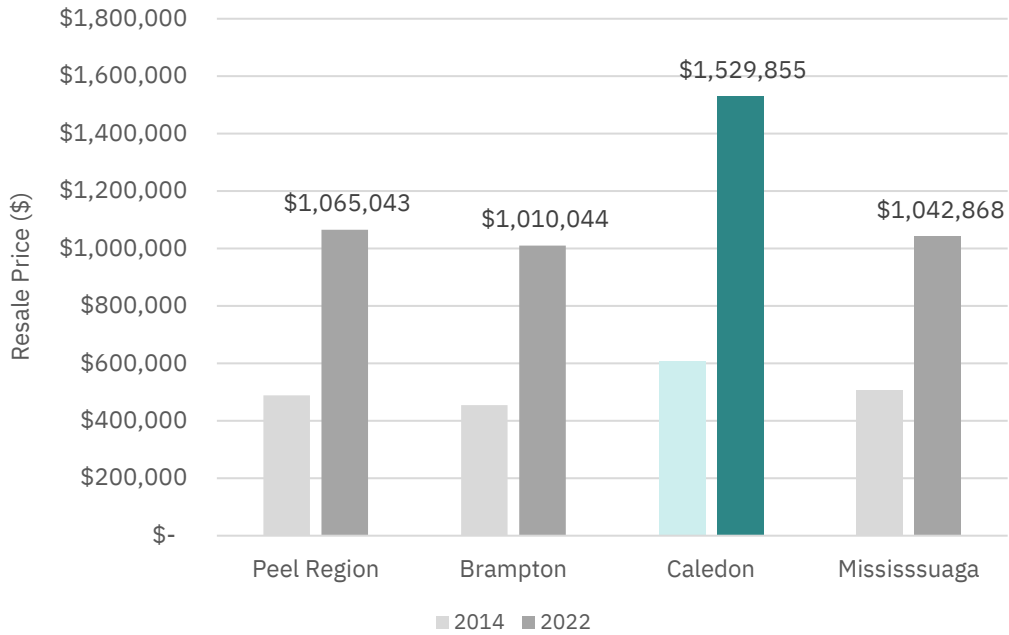
Source: Statistics Canada, 2021 Census

3.3 Housing Costs

3.3.1 Ownership Costs

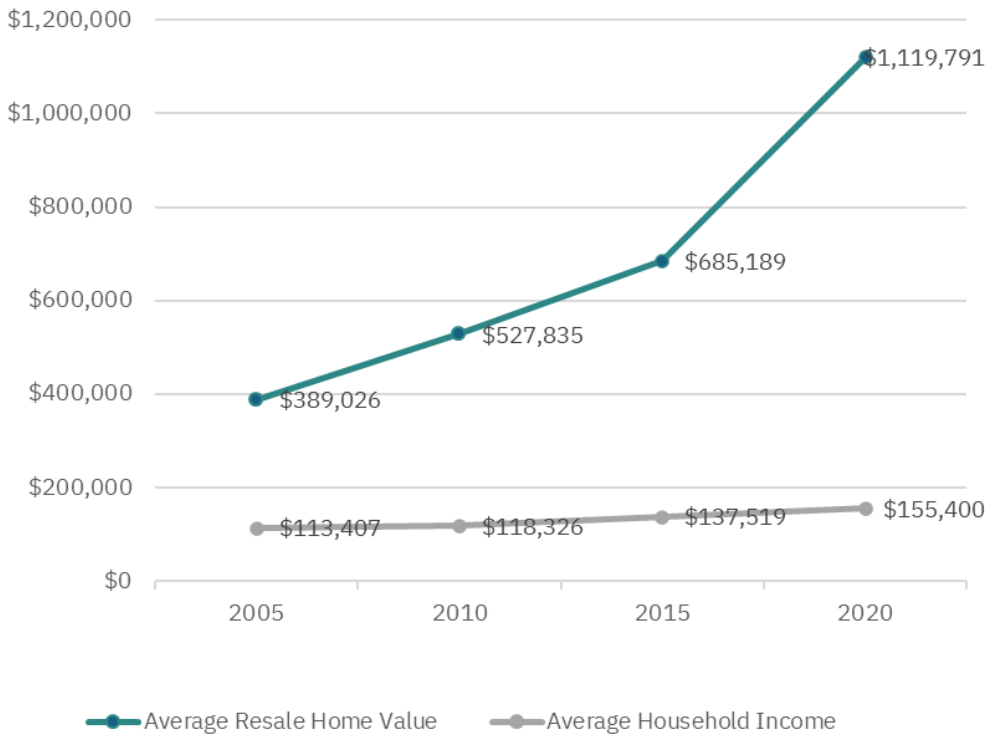
Based on July 2024 Toronto Real Estate Board data, the average resale home price (all housing types) in Caledon was approximately \$1,529,855 which is higher than the Regional resale average of \$1,065,043. When compared to the average resale price in 2014, the 2024 resale values in Caledon have increased by approximately \$921,335 (see Figure 11 below) which is a significantly higher increase compared to the Region of Peel which increased \$576,449 between 2014 to 2024.

Figure 11: Average Resale Home Prices in Caledon



Source: Toronto Real Estate Board Market Watch January 2014 to January 2024.

Figure 12: Caledon Average Resale Home Prices versus Average Income



Source: Toronto Real Estate Board Market Watch January 2014 to January 2024. Statistic Canada, 2005, 2010, 2015, 2020 Census

Looking further into the data, Figure 12 above showcases the increase in average resale home prices compared to the increase in average household incomes in Caledon. The average resale price of homes in Caledon has increased substantially since 2005 in comparison to the average household income. Between 2005 and 2020, the average resale home value increased 188% which significantly surpassed the average household income which in comparison only increased by 37%. This contrast in housing prices and income growth will likely impact the market demand towards more attainable housing options including higher density ground-related housing types, at least in the short term. The policies of the MTSP will need to provide flexibility to deliver unit types that reflect the shifts in market demand over the planning horizon.

3.3.2 Rental Costs

CMHC average rental cost data for Caledon between the years of 2018 to 2023 have been suppressed to protect confidentiality or because data was not statistically reliable. Due to this limitation in available data, this section instead analyzes CMHC average rental costs data for the Region of Peel to stand in for the purposes of this report. Based on CMHC rental housing data, the average rental rate in Peel has increased approximately 134% between the years of 2018 to 2023. It is assumed that similar to the average ownership costs discussed in Section 3.3.1 above, Caledon has likely faced higher increases to rent between these years as well.

Table 4: Peel Region Average Rental Rates 2019-2023

	2018	2019	2020	2021	2022	2023	Change	
							2018-2023	
Bachelor	\$897	\$928	\$1,037	\$1,063	\$1,148	\$1,163	\$266	130%
1 Bedroom	\$1,214	\$1,291	\$1,376	\$1,423	\$1,484	\$1,624	\$410	134%
2 Bedroom	\$1,381	\$1,460	\$1,546	\$1,601	\$1,666	\$1,856	\$475	134%
3 Bedroom	\$1,486	\$1,588	\$1,651	\$1,714	\$1,846	\$1,976	\$490	133%
Total	\$1,320	\$1,402	\$1,484	\$1,533	\$1,601	\$1,764	\$444	134%

Source: CMHC Rental Market Report—Greater Toronto Area Fall 2019 to Fall 2023

3.4 Residential Forecasts

The Town of Caledon is expected to accommodate a significant amount of the population growth in Peel Region. As stated in Section 3 of this report the Town is expected to grow to a total of 300,000 residents by 2051. This represents 223,500 new residents and accounts for 28% of all new growth in the region between 2021 and 2051. The Region of Peel Land Needs Assessment 2022 provides housing forecasts for 2051, as provided in Table 5 below. Based on this forecast, it is expected that the Town of Caledon will provide 40,000 single and semi-detached units, 23,000 townhouse units, and 2000 apartment units in the Designated Greenfield Area by 2051.

Table 5: Caledon Growth Phasing

Policy Area	Dwelling Type	2021	2031	2041	2051
Entire Municipality	Singles/Semis	21000	28000	46000	61000
	Towns	2000	6000	14000	25000
	Apartments	1000	1000	3000	5000
	Total	24000	36000	63000	92000
Built-up Area	Singles/Semis	10000	10000	10000	10000
	Towns	1000	1000	1000	2000
	Apartments	1000	1000	2000	3000
	Total	11000	12000	13000	15000
Designated Greenfield Area	Singles/Semis	3000	10000	26000	40000
	Towns	1000	4000	12000	23000
	Apartments	0	0	1000	2000
	Total	5000	14000	39000	65000
Rural Area	Singles/Semis	8000	7000	10000	11000
	Towns	0	0	1000	1000
	Apartments	0	0	0	0
	Total	8000	8000	11000	12000

Source: Region of Peel Land Needs Assessment 2022

From a review of occupied households in the Town of Caledon derived from the census data available from 2016 and 2021, the predominantly occupied housing type continues to be single detached dwellings. However, there is a 27% increase in occupied apartment units and a 34% increase in occupied row house units from 2016 to 2021, whereas there is only an 8% increase in occupied single detached units from 2016 to 2021. This further establishes the shift in market demand towards denser and attainable unit types.

Table 6: Caledon Occupied Households, 2016 and 2021

Dwelling Type	Dwelling Count	
	2016	2021
Single Detached	17,735	19,120
Semi-Detached	1,280	1,650
Row	1,360	1,825
Apartment	845	1,070
Total	21,220	23,665

Source: Statistics Canada, 2016 and 2021 Census

It is intended that the MTSP will support the housing forecasts by providing predominantly ground-oriented housing types and providing flexibility for higher density housing forms to reflect the current change in market demand.

4.0 Affordable Housing Needs Analysis

4.1 Affordable Ownership Housing

Affordable housing ownership is defined in the PPS as being the least in the two following scenarios:

1. The purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate-income households; or,
2. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

The following evaluation establishes the affordable housing ownership price based on the above scenarios.

4.1.1 Scenario 1: Accommodation Costs as a Percentage of Household Incomes

Low to moderate income households in the Region of Peel are represented by households with earnings of \$57,422 to \$103,345. Table 7 below establishes the maximum affordable ownership housing prices based on annual accommodation costs that do not exceed 30% of the gross annual housing income. Based on the affordable housing information provided by the Region of Peel Housing and Homelessness Plan 2018-2028 (2021 Annual Report), the maximum home ownership costs are \$411,047 for affordable permanent housing.

Table 7: Low to Moderate Household Income Distribution and Purchase Price, Halton Region

	Household Earning	Maximum Affordable Housing Price
Low Income	\$57,421 or less	\$228,389
Middle Income	\$57,422–103,345 or more	\$411,047

Source: PHHP 2021 Annual Report (2021)

The PHHP defines affordable housing as it pertains to households that attain a low to middle income. The classification of low-income and middle-income households in the PHHP is based on 3 incomes deciles and therefore have the same number of households

in each income group. The PHHP further determines the maximum home ownership costs based on 30% of maximum expenditure on ownership housing for households within each earnings (Low Income and Middle Income) segment. As such, the household income thresholds and maximum purchase price for affordable housing apply to the first scenario as defined in the PPS.

4.1.2 Scenario 2: Affordability Based on Average Market Rent in Peel Region

For Scenario 2, the Region of Peel Data Portal provides data for affordable housing that establishes average regional market area resale value by household type and municipality. This allows for an affordable housing threshold to be determined based on a 10% reduction factor as per the PPS. As identified in Table 8 below, Scenario 2 would produce an affordable ownership threshold of \$1,006,164. Since affordable housing is considered a regional matter, this affordability threshold applies to the entirety of Peel Region.

Table 8: Affordable Housing Costs based on Average Resale Home Prices, 2022

	Detached	Semi-detached	Townhouse	Condominium Apartment	All Types	10% Below Total Average Resale Price
Region of Peel	\$1,524,220	\$1,094,896	\$926,429	\$671,103	\$1,117,961	\$1,006,164
Caledon	\$1,803,703	\$1,137,607	\$1,010,855	\$779,173	\$1,613,867	\$1,452,480

Source: Peel Region Open Data (2022)

The results from the evaluation of both Scenario 1 and 2 conclude that Scenario 1 provides the least expensive option of the two. As such, Scenario 1 would be used in determining the maximum affordable housing price for the affordability assessment of the MTSP with an affordable home ownership threshold of approximately \$411,047. It should be noted that given the current market trends, this maximum threshold would typically be met through the allocation of smaller apartment units and additional dwelling units which would generally be affordable to smaller households. Smaller units can be intrinsically affordable under Scenario 1. An additional threshold to include the higher \$1,006,164 unit price (reflective of a larger unit type such as townhomes, semi-detached, or single detached dwellings) would more likely provide an attainable option for family-oriented housing, particularly for those homes that include an additional dwelling unit.

It should be noted that for Scenarios 1 and 2, it is recognized that the data from the PHHP and Peel Region Open Data is from 2021 and 2022 respectively. However, given that the trends in housing pricing have increased, it is assumed that Scenario 1 would continue to be used to in determining the maximum affordable housing price.

4.1.3 Alternative Affordability Thresholds

The Province of Ontario, for the purposes of the Development Charges Act, 1997,

released a bulletin dataset in March 2024 which is intended to set out the market-based and income-based thresholds that are to be used to determine the eligibility of a residential unit for an exemption from development charges and exclusions from the maximum community benefits charge and parkland dedication requirements. It should be noted that Scenarios 1 and 2 above were determined using the methods described in the PPS and as such are the required thresholds to be considered for the MTSP. However, for the purposes of this report, the Provincial data set provides valuable insight into alternative affordability and attainability thresholds to be considered regarding how the MTSP can support local, regional, and provincial priorities to supply affordable housing.

Under the data set, the first affordable purchase price provided is based on income (similar to Scenario 1) and places the threshold at \$556,900. This threshold, although within a similar range, is higher than the \$411,047 Scenario 1 threshold provided by the PHHP but provides insight into what is considered affordable by the province. The dataset provides an additional affordability threshold based on 90% of the average purchase prices of the different dwelling unit types. The average of these thresholds is \$1,003,500 which is slightly lower than the threshold provided through Scenario 2.

Similar to Scenario 1 and 2, the lower of the thresholds serves as the applicable affordability target but the higher threshold is still below the average purchase prices of a dwelling unit and we believe is appropriate to be used to determine what should be considered attainable. These thresholds in the Provincial dataset provide credibility into what can be considered affordable and attainable within local and regional contexts to provide a greater range and flexibility in what types of units are being provided.

4.2 Affordable Rental Housing

Similar to the scenarios delineated in affordable housing ownership, the affordable rental housing threshold is defined as being the least expensive of the following scenarios:

1. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate-income households; or
2. A unit for which the rent is at or below the average market rent of a unit in the region market area.

The following analysis identifies the affordable housing rental threshold based on the above scenarios.

4.2.1 Scenario 1: Accommodation Cost as a Percentage of Household Income

Low and middle-income households, as defined by the PHHP discussed above, as households with earnings of \$103,345 or less. Table 9 below provides the maximum affordable rental price that is based on 30% of the monthly estimated average household income for households within this earnings segment and other housing cost factors. Based on the data provided in the PHHP, the maximum affordable rental price in Peel Region is \$2,584.

Table 9: Affordable Housing Costs Based on Average Resale Home Prices, 2022

	Household Earnings	Maximum Affordable Rental
Low Income	\$57,421 or less	\$1,259 per month
Middle Income	\$57,422 to \$103,345 or more	\$2,584 per month

Source: PHHP 2021 Annual Report (2021)

4.2.2 Scenario 2: Affordability Based on Average Market Rent in Peel Region

Based on the PHHP 2021 Annual Report, the average monthly rates for purpose-built rental units reached \$1,835 in the Region of Peel. This means that any unit available for rent in the Town of Caledon that is less than or equal to this value can be deemed affordable.

Based on the evaluation of the results from Scenarios 1 and 2, Scenario 2 would be utilized to establish the maximum affordable housing rental threshold since it is the lesser threshold of the two scenarios. As such, the affordability assessment for the MTSP establishes an affordable rental threshold of \$1,835. However, the thresholds from Scenario 1 can provide insight into what could still be considered attainable rents as they are based on 30% of the monthly estimated average household income. Further, the average monthly market rent in the Region may not take into consideration what is required for larger households that require 2 or 3+ bedroom units that will be intrinsically unobtainable under a \$1,835 threshold. The higher threshold in Scenario 1 could more effectively capture what is considered attainable housing for larger households.

4.2.3 Alternative Affordability Thresholds

The Provincial data set discussed in Section 4.1.3 of this report provides thresholds for affordable monthly rents based on income (similar to Scenario 1) as well as for bachelor, 1 bedroom, 2 bedroom, and 3+ bedroom units (similar to Scenario 2). The data set places the threshold of affordable rent based on income at \$2,690 which is within a similar range as the threshold discussed in Scenario 2 at \$2,584. The data set provides an additional threshold based on average market rent by unit type. The average threshold across these unit types is \$1654.75.

It should again be noted that the thresholds determined in Scenarios 1 and 2 above were determined using the methods laid out in the PPS and as such are the thresholds required to be considered for the MTSP. However, the Provincial Data sets showcase the potential ranges of affordability and attainability that should be considered and reinforce that consideration of an additional higher threshold may provide greater flexibility in identifying and providing attainable housing for larger households.

4.3 New Unit Affordable Housing Supply within the Secondary Plan Area

The Peel Region Housing Services 2023 Annual Report states that there is an estimated need of 58,170 affordable housing units in the Region with only a current supply of 16,091 units (27%) being provided. The PPHP recognizes that the best opportunity to deliver affordable housing units is through optimizing the existing housing stock to find new and different ways to provide more or different types of affordable housing while also maximizing planning tools and incentives for the market to create more affordable housing.

Based on the affordable housing criteria established in the PPS, the affordable home ownership threshold for Peel Region is \$411,047 and the affordable rental threshold is \$2,584 per month. As discussed above, these affordable thresholds will intrinsically be met by smaller apartments or additional dwelling units. The higher threshold in each scenario can be an appropriate target for housing that can be considered ‘attainable’, particularly in the absence of a definition of attainable housing from the Province. Attainable housing would include additional housing options.

For the MTSP, the estimated supply of 847 additional dwelling units is approximately 11% of the proposed dwelling units. These smaller units are most likely to meet the stated affordability threshold due to their intrinsically smaller sizes. As such, a target of 11% of dwelling units being affordable is reasonable, achievable, and makes sense in the context of Caledon where 81% of the housing stock are single detached dwellings that are unlikely to be affordable. Regarding the higher affordability thresholds (\$1,006,164 for Ownership and \$2,584 per month for Rental) uses as a measure for attainable housing, the 385 apartments and 773 back-to-back and stacked townhouses representing another combined 14% of the proposed dwellings within the Secondary Plan area would likely meet these targets. Therefore, 14% of all housing units could be attainable, providing an appropriate flexibility and range of attainable family-sized larger dwelling types to be offered.

If it is determined that a greater focus on providing affordable housing is required, more options can be considered at later stages through discussions with the Town prior to full build out including potential partnerships, greater incentives, and other interventions that would make inclusion of higher distributions of affordable units possible.

5.0 Supporting Technical Studies

5.1 Traffic Impact Study

A Traffic Impact Study was prepared by BA Consulting Group Ltd., dated August 2024. The purpose of the report is to assess the potential impacts and effects on the local and surrounding roadway network resulting from the proposed development. The Town of Caledon also developed its Multi-Modal Transportation Master Plan (MMTMP) in conjunction with the Future Caledon OP and provides direction on transportation improvements within Caledon to 2051. The proposed collector road network for the community differs from the collector road network proposed for the community in the MMTMP due to natural heritage affecting road links, rationalization of access locations onto the existing boundary road network and avoiding a direct connection to Dixie Road to the west to shorten travel distance from the planned employment lands to the west.

The MMTMP proposes Mayfield Road, Torbram Road, and Old School Road as fixed-route transit corridors. Use of these corridors alone will provide a high level of transit connectivity to the community on efficient linear routes, and there are additional opportunities for supplemental routes that operate on the internal collector road network to provide additional transit connectivity to residents. All of the collector roads in the collector road network for the community will include multi-use paths on both sides of the roadway. The MMTMP has proposed several cycling infrastructure improvements within the vicinity of the site, which will help to provide external connectivity to the broader cycling network for community residents.

The report provides the following conclusions and findings regarding traffic analysis:

- The work done for the OP and MMTMP included the projection of traffic volumes onto Caledon’s existing arterial roads to the year 2051, assuming that Highway 413 is operational. The 2051 volumes were assigned to all movements on the boundary roads of the structure plan and are considered to account for all future development traffic volumes in Caledon.
- The community is expected to generate 4,050 and 5,025 two-way vehicle trips during the morning and afternoon peak hours, respectively. Site traffic has been assigned onto the area road network based on a review of travel information provided by the 2016 Transportation Tomorrow Survey (TTS).
- Cycle lengths have been assigned to each of the site boundary corridors. Mayfield Road intersections have been assigned a cycle length of 200 seconds, Old School Road intersections have been assigned a cycle length of 100 seconds, Bramalea Road intersections have been assigned a cycle length of 60 seconds, and Torbram

Road intersections have been assigned a cycle length of 100 seconds.

- Any recommended intersection improvements should be further studied in conjunction with any studies that are undertaken for the widening of the boundary roads.
- Under future total conditions, with the addition of 2051 TMP and site traffic volumes, the external site intersections will operate acceptably during both the morning and afternoon peak hours.

For a further breakdown of the findings detailed above, please refer to the full Traffic Impact Study.

5.2 High-Level Background Servicing and Stormwater Management Analysis

A High-Level Background Servicing and Stormwater Management Analysis was prepared by SCS Consulting Group, dated August 2024. The purpose of this report was to provide a summary of the existing sanitary and water system and associated improvements throughout the Region of Peel and Town of Caledon, and a summary of the ongoing stormwater management analysis, that supports the development of the Mayfield-Tullamore Secondary Plan area, which is part of the future development areas identified in the Region Official Plan (2022) and Town of Caledon Official Plan (2024).

The report provides the following findings:

- SWM design for the secondary plan will meet all relevant quantity control, quality control, erosion control, temperature mitigation, water balance, and conveyance criteria. SWM facilities will generally be located at the existing low points throughout the Study Area adjacent to existing conveyance features and watercourses to provide a suitable outlet.
- There are existing watermains on several arterial roads surrounding the Study Area including:
 - 300 mm diameter watermain on Bramalea Road, northerly from Mayfield Road up to an existing elementary school's northern property limits (James Grieve Public School);
 - 200 mm diameter watermain on Torbram Road; and
 - 300 mm diameter watermain and 750 mm diameter watermain on Mayfield Road.
- The Study Area spans the Peel Region water pressure zones 6 and 7 with the northwest corner of the Study Area serviced via pressure zone 7 and the remainder via pressure zone 6.
- Master Water and Sanitary servicing plans have been prepared for the Study Area based on the documents and discussions outlined in the report.
- Region of Peel SABE Water and Wastewater Servicing Analysis identifies the servicing needs of the anticipated growth areas in Caledon from 2041 to 2051 including the development area surrounding the anticipated Bolton GO Station.

- Master Water Servicing Plan is provided to show distribution and transmission mains per the latest Region of Peel DC infrastructure mapping and the approximate pressure zone boundaries.
- Master Sanitary Drainage Plan is provided to show local wastewater mains and drainage boundaries per the latest Region of Peel DC infrastructure mapping and proposed wastewater mains based on the latest sanitary drainage plans distributed by the Region of Peel to the Secondary Plan consultant team.

For a further breakdown of the findings detailed above, please refer to the full analysis.

5.3 Local Subwatershed Study

This Local Subwatershed Study is separated into three phases, each with an associated report including Subwatershed Characterization and Integration (Phase 1), Impact Assessment (Phase 2), and Implementation and Management Strategies (Phase 3). The Phase 1 report accompanies the current Secondary Plan application supported by this planning opinion report.

A Phase 1 Subwatershed Characterization and Integration Report was prepared by EI Consultants Ltd. (GEI) and SCS Consulting Group Ltd. (SCS) dated August 2024. The purpose of this report is to identify, characterize and assess natural heritage features, water resources, and natural hazards within the Study Area.

The Phase 1 Report provides the following conclusions:

- The MTSP Area is located within the West Humber River watershed with Tributaries of Campbell’s Cross Creek and the West Humber River traversing the Study Area.
- Based on the ecological scope of work, the following Natural Heritage Features have been identified within the Study Area including Provincially Significant Wetlands and Other Wetlands, Significant Woodlands and Non-significant Woodlands, Significant Valleylands and Non-significant Valleylands, Significant Wildlife Habitat, Fish Habitat (direct and indirect), and Habitat of Endangered and Threatened Species.
- There are a number of features identified outside of the core NHS that may be further refined to support the future NHS, including Non-significant (“Unevaluated”) Wetlands, Non-significant Woodlands, and Non-significant Valleylands associated with medium constraint watercourses.
- Based on the fluvial geomorphic assessment, the delineation of reaches from the Scoped SWS for the SABE was generally maintained with minor revisions; Meander belt delineation was completed for the Study Area; which also helps define the habitat limits for occupied Redside Dace.
- Existing storm drainage boundaries were delineated for the Study Area and surrounding area; catchment parameters of affected catchments of the Humber River Hydrology Model were modified to reflect the revised areas. In general, the peak flows of the catchments that were modified did not change significantly

- throughout the Study Area. No updates to downstream flood lines are warranted and any impacts to downstream flood vulnerable areas will be negligible based on the slight increase in peak flows. Stormwater runoff control criteria have been established based on the requirements of relevant design guidelines and standards.
- Based on subsurface investigations the underlying soil and groundwater conditions, and site geology was characterized and used to support the hydrogeological study. In general, a regional deposit of stiff to hard cohesive glacial till was encountered across the Study Area, underlain at depth in some boreholes by very dense cohesionless glacial till. Underlying the glacial till, many boreholes encountered various cohesionless deposits of typically compact to dense sands and silts. Gravel deposits were locally encountered at depth in some of the boreholes advanced in the northern part of the Study Area, and locally in the eastern part of the Study Area.
 - Based on the background review and regional stratigraphic units, the upper glacial till deposits are deduced to be the Halton Till formation, forming the Halton Aquitard. The deeper deposits of cohesionless glacial till underlying the upper cohesive till or the sands, silts, and gravels are deduced to be Newmarket Till, forming the Newmarket Aquitard. The deposits of sands and silts could be part of the Oak Ridges Aquifer Complex (ORAC), or where thinner, could be part of the Halton or Newmarket Till formations. The local gravels and gravelly deposits are deduced to be part of the ORA;
 - When assessing groundwater flow directions, Study Area data was relatively consistent with the SABE Scoped SWS reporting. However, groundwater level monitoring to date has been limited and continued monitoring of monitoring well locations will provide better insight on these systems. Surface water monitoring will also continue into 2025 to confirm Groundwater/Surface Water Connections.
 - Preliminary water balance calculations for existing (pre-development) conditions found the average annual runoff volume ranged from about 12,302 to 151,856 m³/year for the participating properties, and the average annual infiltration volume ranged from about 16,500 to 103,400 m³/year for participating properties. The total yearly target for infiltration across the Study Area (including participating and non-participating properties) is 935,451 m³/year.
 - A preliminary slope stability study was completed which estimates that the LTSTOS position ranged from coinciding with the existing top of slope to being set back 23.8 m from the top of slope; GEMTEC provided slope stability setbacks specific to Properties 9 and 10. Slope stability has been used to support valleyland limits and setbacks for the Natural Heritage System.
 - Preliminary adaptive management strategies that consider the impacts of climate change to support resilience and conservation of the built and natural environment are proposed.
 - Phase 1 Report has reviewed and confirmed the extent of the preliminary NHS proposed in the SABE Scoped SWS for the Study Area. A series of analyses were completed to identify natural hazards, natural features and functions that meet

the definition of NHS components as described in the Provincial Policy Statement, Town of Caledon Official Plan and Region of Peel Official Plan. The preliminary NHS includes valley and stream corridors, wetlands, woodlands, significant wildlife habitat, habitat of endangered and threatened species, fish habitat, and minimum VPZs. Phase 2 will include a more detailed review of potential restoration and enhancement areas, ecological compensation and linkages as the local SWS progresses.

For a further breakdown for findings and recommendations, please refer to the full Phase 1 Report.

5.4 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared by ASI, dated August 2024. The purpose of the report is to identify and consider the proximity of previously registered archaeological sites and the original environmental setting of the study area, along with nineteenth and twentieth-century settlement trends. The assessment concluded that three archaeological sites were documented within the study area, two of which did not warrant any further work and one which has been recommended for a Stage 3 Archaeological Assessment. The assessment further concludes that based on the application of the modeling criteria, approximately 85% or 430.14 hectares of the study area exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources.

As part of this conclusion, the assessment provides the following recommendations:

- Stage 2 archaeological assessment is required on any lands within the Mayfield Tullamore Community Secondary Plan study area that may be subject to a development application as mandated under the Planning Act or subject to alterations governed by any other type of legislated approval process with archaeological assessment requirements, except where those lands have been previously assessed and cleared of archaeological concern by the relevant approval authority.
- Such assessment(s) must be conducted in accordance with the 2011 Provincial Standards and Guidelines for Consultant Archaeologists using methodologies appropriate to the property in question and its surficial conditions. All active or formerly worked agricultural lands must be assessed through pedestrian survey. Wood lots and other non-arable lands must be assessed by means of test pit survey. Areas deemed to be disturbed or of no potential due to factors of slope or drainage during the Stage 2 assessment process must be appropriately documented.
- Stage 3 assessment must be undertaken for the area associated with archaeological site Stubbing-Carr site (AkGw-567) on Lot 19, Concession 5 East of Centre Road to more fully identify the character, extent, and significance of the archaeological deposit, in accordance with the Standards and Guidelines.

For a further breakdown of the findings detailed above, please refer to the full assessment.

5.5 Community Design Guidelines

A Mayfield Tullamore Community Design Guideline (“MTCDG”) has been prepared by NAK Design Strategies, dated August 2024. The purpose of the document is to describe clear design direction for implementing the design vision and intent of the proposed community in support of municipal development goals, while retaining the MTSP area’s own unique design integrity. This document will provide guidance to all parties involved in delivering a pedestrian friendly, transit-oriented community with mixed uses, a diversity of housing types and densities, a variety of commercial, employment and institutional uses and an emphasis on preserving and enhancing the Natural Heritage System (NHS).

The MTCDG provides 5 goals and objectives intended to guide the MTSP area to develop as a complete community that is compact, pedestrian and cyclist-friendly, and transit oriented. These are reflected in the Draft Official Plan Amendment. These 5 objectives include the following:

- An Environmental Conscious Community;
- A Complete Community;
- A Connected Community;
- A Well-Serviced Community; and
- An Attractive Community.

To achieve these objectives, the MTCDG contains Community Design Elements that provide guidance for the preparation and review of development applications. These Community Design Elements include:

1. Neighbourhood Centres composed of commercial activity and higher-density residential and mixed-use development. Urban Corridors along key arterial roads that will have a mix of uses with higher density residential built forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.
2. A range of commercial opportunities throughout the Secondary Plan area, including options which maximize walkability for residents.
3. A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place.
4. A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic streetscapes.
5. An active transportation corridor will generally run within the Greenbelt lands and will create a safe and central trail that will provide residents with an attractive, off-road active transportation option across the Secondary Plan.
6. A modified grid system of streets that provides high levels of connectivity while

minimizing impacts to the natural environment.

7. A complete active transportation system that provides both on- and offroad active transportation facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt.

The MTCDG provides further guidance on achieving the objectives and goals through community framework, street network & mobility, the public realm, preliminary architectural guidelines, and sustainable development. With the guidance of the MTCDG, the Mayfield Tullamore community will support the Town's vision, goals, and principles toward creating distinct, accessible, pedestrian-oriented, and transit-supportive developments with diverse employment opportunities and an enhanced natural environment that is sustained for current and future benefits.

For an in-depth breakdown of the CDG, please refer to the full document.

5.6 Agricultural Impact Assessment

An Agricultural Impact Assessment has been prepared by Colville Consulting Inc., dated August 2024. The purpose of the assessment is to identify and evaluate potential impacts of the proposed settlement area boundary expansion (SABE) and subsequent development of the Mayfield Tullamore Secondary Plan Area on the local Agricultural System. Where impacts are identified, recommendations are provided to avoid, or where avoidance is not possible, minimize potential impacts to the extent feasible. The AIA determined that the proposed SABE and subsequent development of the Mayfield Tullamore Secondary Plan Area is consistent with provincial and municipal policies.

The assessment provides the following findings:

- The Mayfield Tullamore Secondary Plan Area is predominately in agricultural production of common field crops. There are two remnant agricultural operations, one active agricultural operation, one agriculture-related land use, and approximately 34 non-agricultural uses which includes approximately 28 non-farm residences.
- There are natural heritage features, two golf courses, and disturbed areas identified within the Study Area.
- Impacts associated with the proposal are primarily limited to the loss of prime agricultural lands, cultivatable land, tile drainage, and farm infrastructure.
- The AIA has recommended mitigation measures that will avoid, or minimize, impacts to the local Agricultural System, to the extent possible. Net indirect impacts following implementation of recommended mitigation measures will minimize potential impacts.

For a further breakdown of the findings detailed above, please refer to the full assessment.

5.7 Cultural Heritage Analysis

A Cultural Heritage Analysis was prepared by GBCA Architects, dated July 2024. The purpose of the report is to identify, evaluate, and provide recommendations for conservation of cultural heritage resources.

The following findings are presented in this report:

- Other than the two golf courses, most of the lands in the study area are generally undeveloped agricultural (currently either active or inactive). The historic agricultural landscapes are, however, altered due to the various severances of the lands over the course of the twentieth century.
- The original farming patterns – one that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures and vegetative elements such as tree rows or hedgerows – are generally no longer extant within the study area.
- 12933 Bramalea Road (the Beth Neil Farms) and 12306 Torbram Road (a grouping of agricultural-related out-buildings behind a contemporary residential building with a remaining area of agricultural lands) are the only property that still have groupings of agricultural-related out-buildings and do not, however, have the original farmstead associated with the farming operations, nor do they appear on the heritage maps.
- The properties within the Mayfield Tullamore Secondary Plan located at 4848 Mayfield Road, 12380 Torbram Road, 12722 Bramalea Road, and 5069 Old School Road were previously identified as cultural heritage resources. Additional recommendations are provided in the report.
- The properties adjacent to the MTSP Areas located at 12861 Dixie Road, 12489 Dixie Road, 12245 Torbram Road, and 12729 Torbram Road were previously identified as cultural heritage resources. Additional recommendations are provided in the report.
- Handfuls of residential lots have been severed from the larger agricultural properties and newer residences, dating from the mid-to-late twentieth century onwards, have been introduced onto the formerly agricultural lands, generally along the street frontages.
- Based on the background research and the field review, no additional cultural heritage resources were identified.

For a further breakdown of the analysis and recommendations, please refer to the full Cultural Heritage Analysis.

5.8 Commercial Impact Study

A Commercial Impact Study was prepared by Altus Group Economic Consulting, dated August 2024. The purpose of this report is to examine the market demand and potential impacts of the proposed development on the Town's planned commercial structure.

The report concludes with the following findings:

- The Subject Site is well supported by surrounding regional retail clusters in Bolton, Brampton and Orangeville. These established clusters are expected to continue to support the majority of regional retail need for the Subject Site and surrounding communities;
- The trade area relevant to the Subject Lands includes the Town of Caledon and recently developed greenfield communities in north Brampton. A commercial inventory completed in July 2024 found that there is slightly over two million square feet of commercial space in the trade area;
- Upwards of 1.5 million square feet of commercial space has been identified in various stages of the development pipeline, including over 500,000 square feet which is comprised of vacant land that is designated commercial in largely built out greenfield communities;
- Based on the estimated current population in the trade area, there is assessed to be a shortfall of approximately 267,000 square feet of commercial space in 2024;
- Forecasted population growth will result in a market demand for upwards of 3.5 million square feet of additional commercial space across the trade area by 2051;
- Given the population, location and anticipated characteristics of the Subject Site, approximately 430,000 square feet of commercial space is warranted to support the community's day to day, and week to week needs, with some select opportunity for attracting regional retailers as well; and
- Notable uses which should be prioritized on the Subject Site include the provision of up to two supermarkets of between 30,000 and 35,000 square feet each, general merchandise tenants (dollar stores, specialized home furnishings) of 10,000 to 15,000 square feet, a specialized building supply store of up to 20,000 square feet, a large format pharmacy of 17,500 to 22,500 square feet in addition to one or two additional medium or smaller-format pharmacies, as well as a wide range of personal care services, restaurants and other smaller sized retailers.

For a further breakdown of the findings and conclusions, please refer to the full Commercial Impact Study.

5.9 Fiscal Impact Study

A Fiscal Impact Study was prepared by Keleher Planning & Economic Consulting Inc. ("KPEC"), dated August 2024. The purpose of this report is to review the fiscal impacts from the redevelopment of the Tullamore Lands within the Town of Caledon, on the Town's finances. Ultimately, report concludes that the proposed development at build-out would result in an annual fiscal surplus of \$5.7 million or \$217 per capita that could be used to mitigate future property tax increases, increase contributions to a tax rate stabilization reserve fund, expand municipal services, and/or fund backlogged state of

good repair works.

To produce these conclusions, the report provides the following estimated incremental annual revenues and expenditures related to the development at build-out:

- Annual property tax revenues to the Town of \$24.1 million;
- Annual non-tax revenues of \$2.5 million;
- Annual operating costs for community services of \$11.2 million;
- Annual operating and lifecycle costs for development-related installed infrastructure of \$376,000;
- Annual lifecycle costs for Town-wide external growth-related infrastructure of \$9.3 million.
- The incremental \$26.6 million in revenues represents 14.4% of current Town-wide annual revenues (\$185 million), while the \$20.9 million in incremental annual expenditures represents 18.6% of current annual Town-wide expenditures (\$112 million).

For a further breakdown of the findings detailed above, please refer to the full Fiscal Impact Study.

6.0

Planning Policy Analysis

The MTSP Area is included in the Regional Urban Boundary as identified on Schedule E-1 in the new Region of Peel Official Plan (“RPOP”), which was adopted by Regional Council in April 2022 and approved with modifications by the Province in May 2024. The lands are further identified under the new Future Caledon Official Plan (“FCOP”) on Schedule B1 as Urban Area, which was adopted by council on March 2024 and has been sent to the Province for approval. MTLOG is proposing an OPA to establish detailed land use designations and policies for the MTSP Area that align with the in-force Caledon Official Plan, and the evolving planning framework as outlined in the adopted FCOP and approved Peel Region Official Plan. As such, this report acknowledges the current and in effect designations on the MTSP Area, however, it assesses the MTSP Area under the evolving urban policy framework that would apply once the Future Caledon Official Plan is approved.

6.1 Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 (PPS) is issued under Section 3 of the Planning Act and came into effect May 1, 2020. On April 10, 2024, a new draft Provincial Planning

Statement, 2024 was released with the intent of replacing the current Provincial Policy Statement, 2020 as well as the A Place To Grow: Growth Plan for the Greater Golden Horseshoe. This report reviews the proposed OPA under the current PPS 2020 as it is the current policy in place. However, following a review of the new proposed PPS 2024, the proposed OPA remains consistent with the draft PPS. The PPS provides policy direction on land use planning, development, and other related matters of provincial interest. The goals identified in the PPS provide a framework for long-term policy directives that are to be complemented by regional and municipal plans to achieve comprehensive, integrated planning. The PPS aims to promote the efficient use and development of land, resources and public investment in infrastructure and public service facilities; the protection and management of natural resources; public health and safety; and improve the quality of both the natural and built environment within Ontario. The PPS recognizes the complex inter-relationships among economic, environmental, and social factors in planning and embodies principles of good planning for the creation of complete, healthy, and liveable communities. All land use decisions (provincial and municipal) must be consistent with the PPS.

The portion of the MTSP Area within the Urban Area Boundary are considered a “Designated Growth Area” within the “Settlement Area” as defined by the PPS.

6.1.1 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 that 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 MTSP Area have been brought into the urban growth boundary by the RPOP and are designated for the focus of growth. The proposed amendment represents contiguous development and the efficient use of land, existing and planned infrastructure, and public services facilities. The proposed amendment proposes an efficient development pattern comprising a range and mix of land uses, including residential uses that encourage a range of densities, dwelling types and attainable housing opportunities to serve the needs of current and future residents. The amendment proposes a connected transportation network that includes active transportation opportunities and connections throughout the community using both on- and off-street routes to public facilities such as schools and parks. Further, schools and parks are distributed throughout the MTSP Area 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. It is our opinion that the proposed amendment is consistent with Section 1 of the PPS.

6.1.2 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.

The proposed amendment 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 MTSP Area are buffered from proposed areas for development. Additional field assessment, feature delineation and mitigative design measures will be completed in consultation with Toronto and Region Conservation

Authority and Town of Caledon as part of future design phases. Some encroachment into setbacks and buffers (e.g., grading, trails) may be proposed subject to consultation with the agencies.

The detailed design will be determined through a future functional servicing report as part of the Tertiary Plan process, which would also determine the potential for low impact development measures. 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 amendment will be consistent with Section 2 of the PPS.

6.1.3 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 MTSP Area is not proposed within an area considered to be hazardous lands.

For the reasons described in Section 4.1, it is our opinion the proposed amendment is consistent with the policies of the PPS.

6.2 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 MTSP Area are considered “Designated Greenfield Area” within the settlement area as defined by the Growth Plan. As such, and for the purposes of this analysis, the developable portion of the MTSP Area are reviewed against the Designated Greenfield Area and Settlement Area policies.

6.2.1 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 MTSP Area is 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 amendment 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 amendment includes a range of land uses including low- and medium-density residential, commercial and other community facilities including schools and parks. Furthermore, with a targeted minimum density of approximately 70 persons and jobs per hectare, the proposed amendment exceeds the 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 67.5 persons and jobs per hectare in the Town overall. 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.

6.2.2 **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, including secondary plans, a stormwater management plan should be provided (Section 3.2.7.3).

The proposed amendment includes a logical transportation network that provides appropriate connectivity throughout the MTSP Area, 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 BA Group dated August 2024, concludes that the transportation network proposed in the amendment is adequate to support the proposed growth with some local improvements. Further, based on the findings of the High-Level Servicing Analysis prepared by SCS Consulting Group dated August 2024 concludes that the planned growth on the MTSP Area can be adequately serviced through the extension of water and sanitary sewer infrastructure, and the construction of stormwater management systems.

6.2.3 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 MTSP Area contain natural heritage features and lands designated 'Environmental Policy Area' in the Town of Caledon Official Plan, which are associated with the West Humber River subwatershed area as identified on Schedule B of the Town of Caledon Official Plan.

The proposed amendment does not propose urban development on lands within the Greenbelt Plan Area or 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.

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

6.3 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 MTSP Area are identified within the Greenbelt. This portion of the MTSP Area are designated “Protected Countryside” with a “Natural Heritage System” overlay. The Natural Heritage System overlay includes core areas and linkage areas of the Protected Countryside with the highest concentration of sensitive and/or significant natural features and functions. These areas build upon the surrounding natural systems to create a connected natural heritage system. Permitted uses in the Natural Heritage System include a full range of existing and new agricultural uses (Section 3.2.2.2), as well as existing, expanded or new infrastructure that is approved under the Environmental Assessment Act or the Planning Act (Section 4.2.1.1).

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

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

Stormwater management infrastructure is permitted within the Greenbelt Plan Area. Stormwater management facilities are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones (Section 4.2.3.3). It should also be noted that a range of recreation and tourism uses are permitted and supported within rural lands of the protected countryside within the Greenbelt Plan such as trails, parks, golf courses, bed and breakfasts and other tourism-based accommodation, serviced playing fields and campgrounds, ski hills and resorts (Section

4.1).

The proposed amendment conforms with the policies of the Greenbelt Plan as no development or site alternation is proposed within the identified features or associated vegetation protection zones, connectivity between features is maintained and the proposed amendment avoids or minimizes the impact to features where possible. Regarding the lands falling within prime agricultural areas of the Protected Countryside, Section 3.1.3 of the Greenbelt Plan states that non-agricultural uses may be permitted subject to the policies of sections 4.2 to 4.6. These uses are generally discouraged in prime agricultural areas and may only be permitted after the completion of an agricultural impact assessment. As per the Agricultural Impact Assessment (“AIA”) report prepared by Colville Consulting Inc. dated August 2024, the portions of the Protected Countryside outside of the key natural heritage and hydrological features and associated buffers contain two remnant agricultural operations, one active agricultural operation, one agriculture-related land use, and approximately 34 non-agricultural uses which includes approximately 28 non-farm residence. Therefore, the AIA concludes that the impacts of the proposed development are primarily limited to the loss of prime agricultural lands, cultivatable land, tile drainage, and farm infrastructure. To address this, the AIA recommends mitigation measures that will avoid, or minimize, impacts to the local Agricultural System, to the extent possible.

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

6.4 Region of Peel Official Plan

The Region of Peel Official Plan (“RPOP”) was originally approved on July 6, 1998, and has been amended over time. 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 efficiently and effectively. It should be noted that on April 28, 2022, Regional Council passed by-law 20-2022 to adopt a new Region of Peel Official Plan (“RPOP 2051”). On November 4, 2022, the Minister of Municipal Affairs and Housing issued a decision to approve the RPOP with 44 modifications. Under Bill 162, Get It Done Act, 2024, which received royal assent on May 16, 2024, the portion of lands shown as New Employment Area were removed from the Employment Designation with the Region of Peel Official Plan.

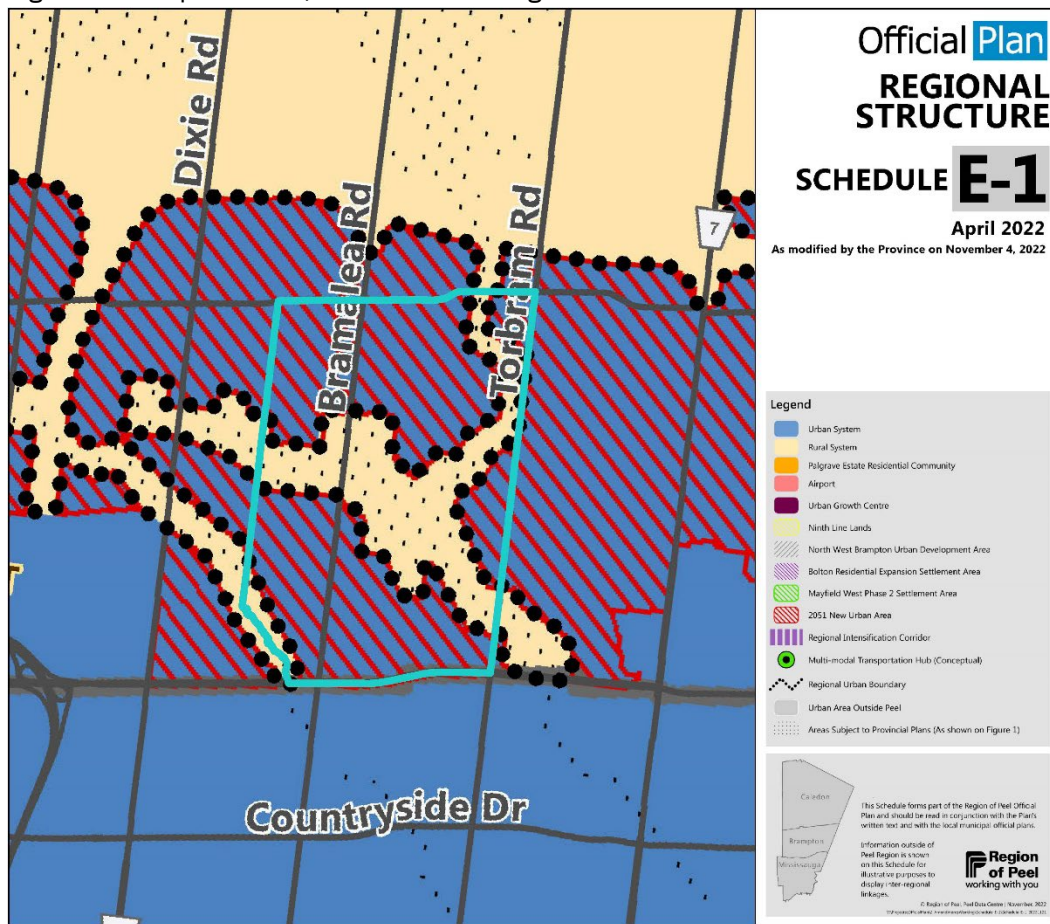
6.5 2051 Peel Region Official Plan

The goals of RPOP 2051 is to 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 2051, 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 MTSP Area are designated “Urban System” with a “2051 New Urban Area” overlay on Schedule E-1 in the RPOP 2051 and as shown in Figure 13.

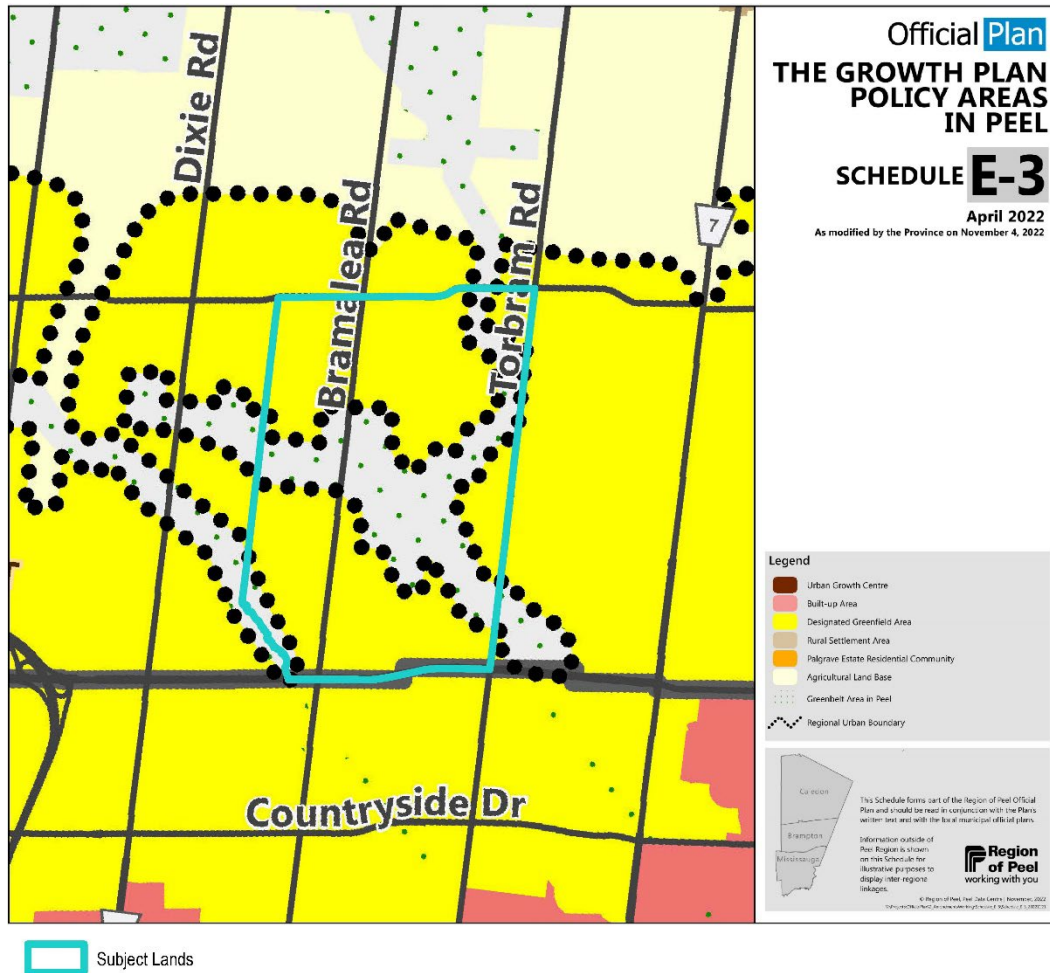
Figure 13: Adopted RPOP, Schedule E-1 - Regional Structure



 Subject Lands

Source: RPOP (2022), MGP (2024)

Figure 14: Adopted RPOP, Schedule E-3 - Growth Plan Policy Areas in Peel



Source: RPOP (2022), MGP (2024)

6.5.1 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). Under RPOP 2051, the MTSP Area is also identified as “Designated Greenfield Area” and “Greenbelt Area in Peel” on Schedule E-3 as shown in Figure 14.

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 2051 (Section 5.6.13 and 5.6.14). In accordance with Section 5.6.15, local municipalities are directed to include policies in their official plans that support the Urban System objectives and policies.

The proposed amendment conforms with the objectives and policies of the Urban System as it proposes to establish a complete health community by providing for a range and mix of land uses and built forms, which ensures the efficient use of land, services, infrastructure and public finances. The proposed amendment includes an urban structure, that provides 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 encourage active transportation. Further, the proposed amendment provides parks and schools in strategic locations to enhance the open space network and provide connectivity to the on- and off-road active transportation networks. The proposed amendment has the effect of adding policies to the local official plan that supports the Regional Urban System objectives and policies.

6.5.2 Natural Heritage System

Section 2 of the RPOP 2051 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 adopted 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.

For the reasons described in Section 6.5 of this report, it is our opinion that the proposed amendment conforms with the policies of the RPOP 2051.

6.5.3 Housing Assessment

Section 5.6.20.14.11 of the RPOP 2051 requires that planning applications of approximately 50 units or more must submit a housing assessment that outlines how the application is consistent with local and Regional housing objectives and policies. A range of housing types and sizes will be provided within the MTSP to meet the needs of all residents, including those with special needs, and to meet the local and Regional housing objectives. Based on the proposed land use structure, policies and permissions, Table 10 below provides a breakdown of the estimated housing mix and density by unit type within the MTSP. The unit mix is anticipated to change as individual draft plans are submitted through a future development review process.

Table 10: Estimated Housing Quantity and Mix by Unit Type

Unit Type	# of Units	% Unit Mix
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Single/Semi Detached	3,890	51%
Secondary Unit	850	11%
Street Townhouse	1,750	23%
Stacked Townhouse Units	780	10%
Apartment	380	5%
Total	7,650	100%

Source: MGP (2024)

The MTSP is anticipated to yield a total of 7,650 units comprised of 3,890 single/semi-detached units (51%), 850 secondary units (11%), 1,750 street townhouse units (23%), 780 back-to-back/stacked townhouse units (10%), and 380 apartment units (5%).

The proposed development for the MTSP area is planned to comprise approximately 7,650 residential units consisting of 3,890 single/semi-detached units (51%), 850 secondary units (11%), 1,750 street townhouse units (23%), 780 back-to-back/stacked townhouse units (10%), and 380 apartment units (5%). four (4) schools, one (1) fire station, one (1) community center, and fourteen (14) parks. This provides a diverse mix of dwelling units within the Mayfield Tullamore community that are serviced by a sufficient number of public amenities and services. This information can be better determined through the future detailed design stages.

The detailed design and unit types have not been finalized; however, a general proportion of unit types and sizes have been considered for the MTSP Area as input into the density analysis. Special residential components are considered as part of the MTSP Area, such as the proposed 4 schools, 14 parks, community center, and fire hall. These special components will be considered in more detail at the Tertiary Plan stage.

The RPOP provides Region wide new housing unit targets based on housing needs and findings identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy. The RPOP provides three sets of housing unit targets based on affordability, rental, and density. Regarding affordability, the RPOP requires a minimum of 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households (Section 5.9.11 - Table 4). As discussed in Section 4.1 of this Report, the affordable home ownership threshold for the MTSP Area is approximately \$411,047.

In comparison the average resale home prices in the Region of Caledon were \$1,065,043 as discussed in Section 3.3.1 of this report. The average cost of dwellings was over double the threshold for affordable housing ownership in the Region of Peel. However, townhouse dwellings, which make up 47% of the total units, offer a typically more affordable ground-related residential unit and diversify the range of proposed unit types. As mentioned, it is currently premature to anticipate the unit sale prices within MTSP

Area; therefore, at this time the number of affordable units can only be estimated; however, the proposed development includes opportunities within the medium-density parcel that are not detailed at this time.

The built form within the MTSP will also contribute to providing affordable rental units, particularly through secondary suites which are permitted and identified as an opportunity in rural areas in Section 4.2.1 of the COP. Secondary suites can be developed within structures separate from the main dwellings, such as above rear lane garages, or within basement units as part of the main dwelling. At a high level, the built form within the MTSP Area has the potential to accommodate secondary suites within the range of ground-related housing units, being single detached and street townhouse dwellings which account for the current 5,640 total units. Therefore, there are ample opportunities within the proposed development to accommodate the potential rental housing needs and support the affordable rental market. Regarding target density, the RPOP states that 50% of all new housing units are to be in forms other than detached and semi-detached houses. Currently, 33% of the total units are townhouse dwellings, 11% are secondary units, and another 5% are apartment units. It is anticipated that the MTSP Area will provide enough additional higher density housing to meet the density target set by the RPOP.

The MTSP aims to provide a complete community, which is not only measured by affordable housing units, but also a mix and range of housing options, among other policy objectives. In our opinion, the MTSP Area will be served by a range of ground-related residential units of a market tenure as well as townhouse units with strong affordable potential. In addition, the proposed development provides mixed-use lands uses that will provide further housing options. Further details will be provided at the Draft Plan of Subdivision and Site Plan development application stages.

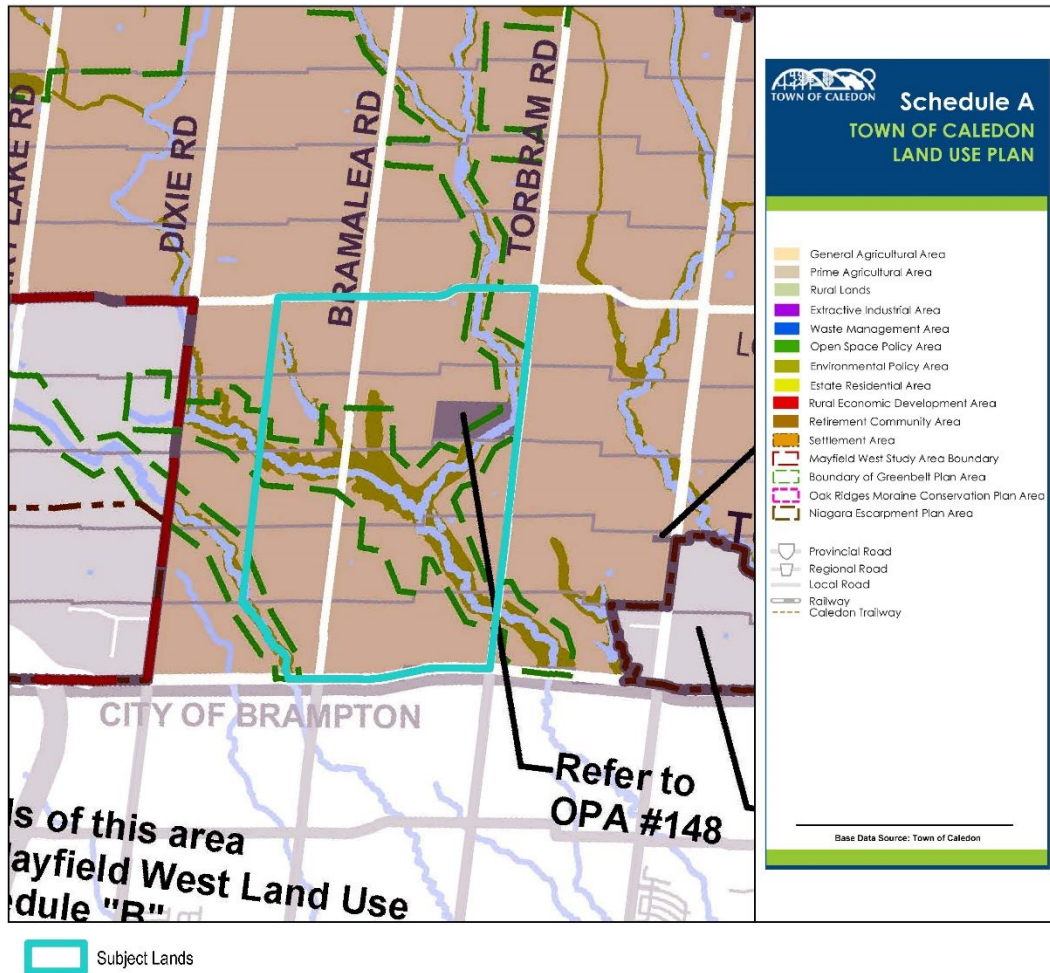
6.6 Town of Caledon Official Plan

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 March 2024. 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 MTSP Area are designated “Prime Agricultural Area” and “Protected Countryside” within the “Greenbelt Plan Area” as shown in Figure 15. Portions of the MTSP Area are also designated “Environmental Policy Area”.

Figure 15: COP Schedule A – Land Use Plan



Source: Town of Caledon (2024)

The current Caledon OP does not reflect the Settlement Boundary Expansion adopted in the RPOP 2051. Inclusion of portions of the MTSP Area in the Region’s Settlement Boundary would re-designate the lands from “Prime Agricultural Area” to “Designated Greenfield Area” and allow the Town of Caledon to proceed with approval of the proposed amendment to build upon the Region’s urban policy framework and establish detailed urban policies for the MTSP Area. The RPOP 2051 associated urban policy framework has been incorporated into the adopted Future Caledon OP, as such the urban area portions of the MTSP Area will be reviewed against the “Designated Greenfield Area”.

The draft policies proposed in the Draft Future Caledon OP are also reviewed in Section 4.7 of this report.

6.6.1 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 amendment contemplates the creation of a complete community by providing a housing mix comprising of single/semi-detached dwellings, street townhouse, back-to-back townhouse, and stacked townhouse dwellings which provides accommodation options for people at all stages of life. The residential development will be complemented by institutional and recreational opportunities through the provision of schools, parks, trails, and stormwater management ponds. Furthermore, the proposed amendment includes lands designated for General Commercial which provides the opportunity for a range of jobs including retail and service commercial and office related jobs. Opportunities for active transportation are supported through the proposed road network which contemplates sidewalks and/or multi-use paths and connects to the existing road network. The proposed amendment 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 amendment achieves a minimum density of approximately 70 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.

6.6.2 Greenbelt Plan Area

As mentioned, portions of the MTSP Area are designated “Protected Countryside” with a “Natural Heritage System” overlay within the “Greenbelt Plan Area”

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 amendment conforms with the Greenbelt Plan policies of the Caledon OP. Furthermore, all proposed infrastructure satisfies the criteria provided in the Greenbelt Plan and are located outside of key natural heritage and key hydrologic features.

6.6.3 **Environmental Policy Area**

Portions of the MTSP Area 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 amendment conforms to the policies of the Environmental Policy Area designation as only essential infrastructure including roads and servicing are proposed within the Environmental Policy Area.

6.6.4 **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.

The parks are proportionately distributed throughout the MTSP Area 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. Furthermore, the proposed amendment provides an opportunity to provide multi-use trails within the Natural Heritage System buffers, which will enhance the overall trails and open space network.

6.6.5 Transportation

Section 5.9 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 accommodates 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.

Although the Official Plan recognizes that the automobile will be the primary mode of travel, the MTSP Area are surrounded by a hierarchy of roads which can accommodate various modes of transportation. The surrounding collector roads will provide opportunities for local transit routes and support active transportation through the accommodation of sidewalks 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. Notwithstanding the Town's expectation that the primary mode of individual travel may be by automobile, the proposed amendment promotes an active transportation network that is less reliant on the automobile. As such, the proposed amendment contemplates multi-modal connectivity, in accordance with Policy 5.9.4.3 and 5.9.5.9.1 of the Caledon OP.

6.6.6 Secondary Plans

In accordance with Sections 6.2.4.1 and 6.2.4.2 of the Caledon OP, Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide a more detailed planning objectives and policies for development these areas may include established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. A Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement area. Secondary Plans may be incorporated into the Caledon OP through an amendment to the Plan.

The MTSP Area are included in the Regional Urban Boundary in RPOP 2051 making the MTSP Area the logical extension for urban development in West Caledon.

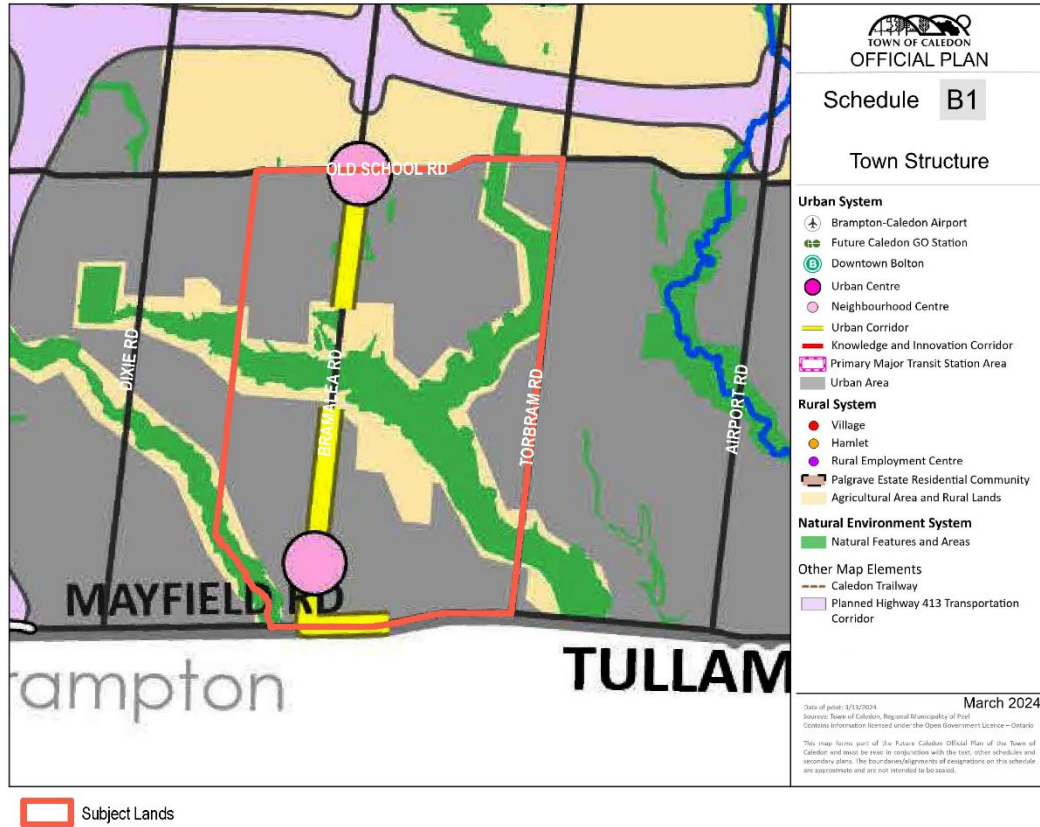
For the reasons discussed in Section 4.6 of this report, it is our opinion that the proposed amendment conforms with the policies of the Caledon OP.

6.7 Future Caledon Draft Official Plan

In 2019, the Town of Caledon initiated its review of the Caledon Official Plan as required by Planning Act and to ensure conformity with provincial policy and the adopted RPOP 2051. In March 2024, the Town’s new official Plan, Future Caledon Official Plan (“FCOP”), was adopted by Council and as of the date of this report is currently under review for approval by the Province. Given that the proposed amendment was prepared to conform to the policies of the adopted RPOP 2051, the following section will provide an overview of the Draft Future Caledon OP policies to ensure that the proposed amendment is consistent with the latest policy direction provided by the Town.

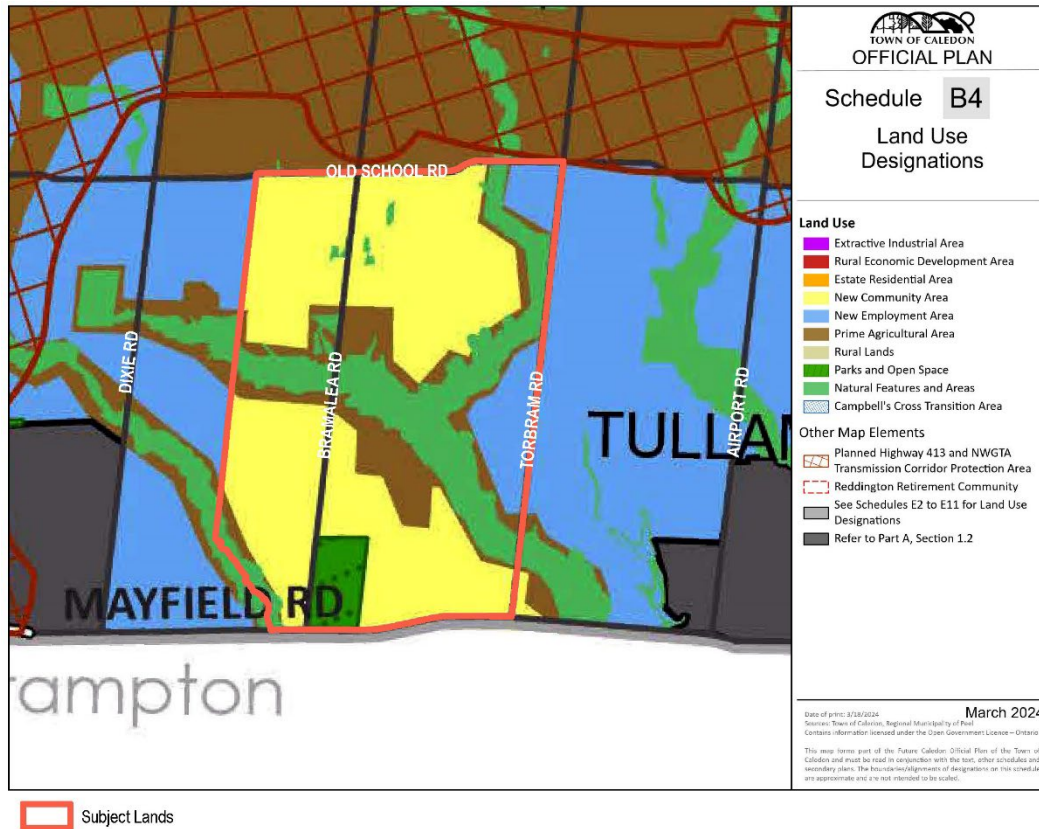
The MTSP Area is designated as “Urban Area” under Schedule B1 – Town Structure of the FCOP as shown in Figure 16. Schedule B4 further designates the MTSP Area as “New Community area” and “New Employment Area” as shown in Figure 17 farther below.

Figure 16: FCOP Schedule B1 – Town Structure



Source: Town of Caledon (2024)

Figure 17: FCOP Schedule B4 – Land Use Designations



Source: Town of Caledon (2024)

The Draft Future Caledon OP defines Urban Areas as part of the Urban System is intended to include communities of Bolton, Mayfield West, Caledon East and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022 (Section 3.1.3a). They are intended to accommodate most of the Town’s forecasted population and employment growth that will occur over the next thirty years and beyond.

The Draft Future Caledon OP updates the population and employment forecasts in the Town to align with RPOP 2051 and further distributes the Town-wide allocations to specific areas within the Town. Section 4.1.4 directs and prioritizes growth to the Town’s Urban System, delineated built-up areas, strategic growth areas, and major transit station areas, and areas with existing or planned public service facilities.

The proposed Land Use Plan, as shown in Figure 7 of this report, designates the lands shown as New Employment Area in Schedule B4 of the FCOP as Neighborhood Area, Urban Corridor, and Urban Center. However, as discussed previously in Section 6.4 and further in Section 6.7.2 of this report, under Bill 162 the portions of the Subject Lands designated as New Employment Area have been re-designated a New Community Area.

6.7.1 Proposed Designated Greenfield Area

Section 4.1.4 directs and prioritizes growth to the Town's Urban System, Strategic Growth Areas and the Designated Greenfield Area. Development within Designated Greenfield Areas is to be planned to support the Town's complete communities' objectives and policies and includes ensuring the creation of high-quality open spaces with site and urban design standards that support opportunities for transit, walking and cycling (Section 4.3.3).

Development within Designated Greenfield Areas is required to meet a minimum overall density of 67.5 people and jobs per hectare, measured over the entire Town of Caledon (Section 4.3.1). Natural heritage features, railways, employment areas, cemeteries, and freeways are excluded from the Greenfield Density target calculations (Section 4.3.2).

The proposed amendment conforms with and implements the intent to plan for complete well-designed communities that provide a range and mix of uses, opportunities for a range of housing options, and supports opportunities for mobility options, including transit, walking and cycling. The proposed amendment is estimated to accommodate approximately 25,000 people and 2,000 population-related jobs and achieve an overall minimum density target of 70 people and jobs per hectare which contributes to achieving the Town-wide population forecast and the overall greenfield area density target of 67.5 people and jobs per hectare.

6.7.2 New Community Area Designation

The Town's Urban System is the principal centres for growth in the area and will be home to most residents, while serving as primary hubs for the rural community and surrounding municipalities. The Urban System includes lands that will be developed for New Community Areas and New Employment Areas (Section 21).

The MTSP Area is shown as designated as New Community Area and New Employment Area on Schedule B4 of the FCOP, which are to be planned in accordance with Section 21 of the FCOP. However, as previously discussed, it is important to note that Bill 162, Get It Done Act, 2024, which received royal assent on May 16, 2024, has redesignated the portion of lands shown as New Employment Area on Schedule B4 to be designated as New Community Area.

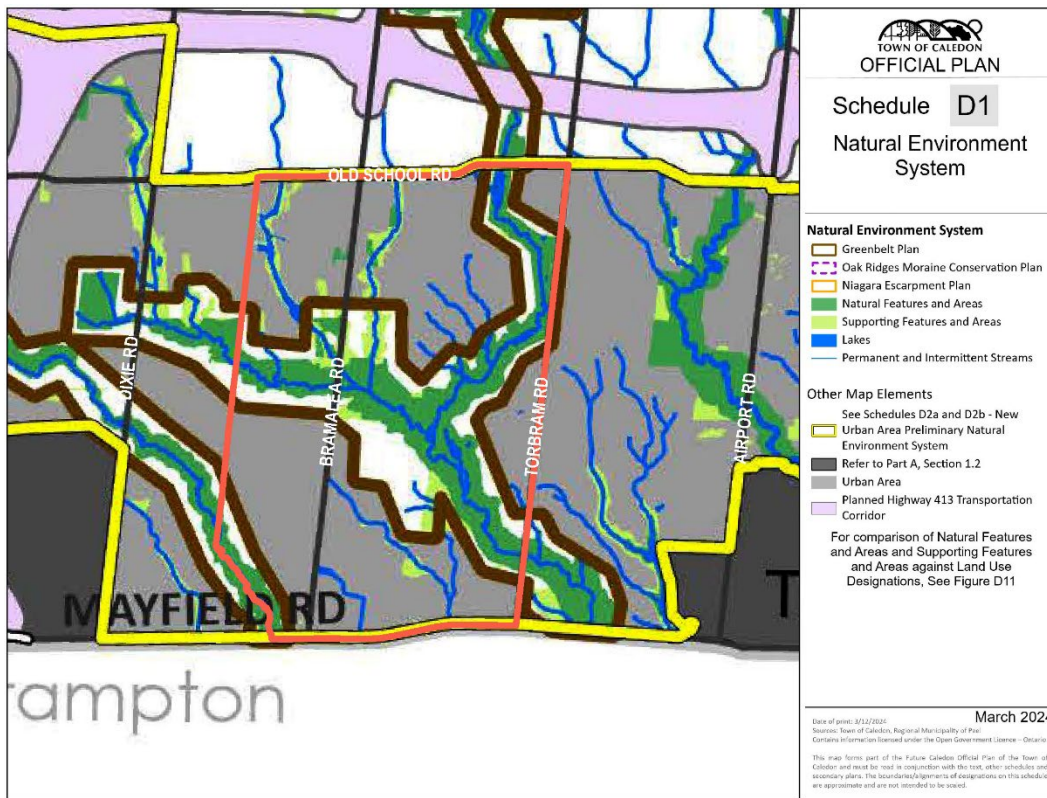
Section 21.1.1 states that all New Community Areas and New Employment Areas identified on Schedule F1, Urban System including the MTSP Area, will be subject to undergo secondary planning, in accordance with the relevant policies of this Plan, to implement the Town Structure by applying land use designations and policies and establish detailed policies that build on the direction from Part C, Town-wide Policies, and elsewhere in this Plan, to guide future development. Section 21.1.3 further states that new and developing community and employment areas within the Town's new urban area will be subject to general land use designations until they undergo secondary planning in accordance with the policies of the FCOP. More detailed and specific land use

designations and policies will augment the land use designations and policies contained in Part F, Urban System, and Part D, Environment and Open Space System. Applications for development within the designated greenfield area should only be submitted where a secondary plan is in effect, or the Town’s Chief Planner deems an ongoing secondary planning process to be sufficiently advanced. A complete application will be required to include written confirmation to this effect or the development application will be refused (Section 21.1.7)

6.7.3 Proposed Environmental Policy Area Designation Policies

Portions of the MTSP Area are designated “Natural Features and Areas” and “Supporting Features and Areas” within “The Greenbelt Boundary” overlay on Schedule D1 of the Draft Future Caledon OP, as shown in Figure 18 below.

Figure 18: FCOP Schedule D1 – Natural Environment System



Subject Lands

Source: Town of Caledon (2024)

Section 13 of the Draft Future Caledon OP describes policies and objectives relating to protecting the natural environment. The Natural Features and Areas designation corresponds to Core Areas of the Greenlands System as identified in the Region of Peel Official Plan (Section 13.3.1). Section 13.3.3 states that development and site alteration within this designation is not permitted except for the following:

- a) forest, fish and wildlife management;
- b) conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
- c) essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;
- d) passive recreation;
- e) minor development and minor site alteration;
- f) existing uses, buildings or structures;
- g) expansions or alterations to existing buildings or structures;
- h) accessory, uses, buildings, or structures; and,
- i) a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning bylaw on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy will be deemed to be an existing building or structure for the purposes of sub-sections g) and h) above.

The Supporting Features and Areas designation includes the Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System as identified and protected in the Region of Peel Official Plan. Section 13.4.2 states that permitted uses in the Supporting Features and Areas overlay designation are those permitted in the underlying land use designation and in accordance with applicable Provincial Plans. Notwithstanding the above, no development or site alteration will be permitted unless it has been demonstrated to the satisfaction of the Town, that there will be no negative impacts on the feature or their ecological functions and/or hydrologic functions as well as that a) there is no reasonable alternative location outside of the Natural Supporting Feature and Areas designation and the use, development or site alteration is directed away from the Natural Feature and Areas designation to the greatest extent possible; b) if avoidance is not possible, the impact to the feature is minimized; c) any impact to the feature or its function is mitigated through restoration or enhancement to the greatest extent possible; and, d) where ecosystem compensation is determined to be appropriate and feasible, including for essential infrastructure, it may be considered in accordance with Town ecosystem compensation guidelines.

Section 13.5 provides policies regarding the Greenbelt Plan and Growth Plan Natural Heritage Systems and Key Hydrologic Features. Section 13.5.1 states that development or site alteration is primarily not permitted within key natural heritage features within the Greenbelt Plan and Growth Plan natural heritage systems. New development within the Greenbelt Plan and Growth Plan natural heritages systems must demonstrate that (Section 13.5.2):

- a) there are no negative impacts on key natural heritage features or key hydrologic features or their functions, to the satisfaction of the Town;
- b) connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained

- or, where possible, enhanced for the movement of native plants and animals across the landscape;
- c) the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;
 - d) except for uses described in and governed by the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2.3), the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;
 - e) with respect to golf courses, the disturbed area will not exceed 40 per cent of the total developable area; and,
 - f) at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in Chapter 20, Mineral Aggregate Resources (to be added through a future phase of the Official Plan Review as noted in Part A, Section 1.2.3).

The proposed amendment conforms to the policies of the Environmental Policy Area designation as only essential infrastructure including roads and servicing are proposed within the key natural heritage or hydrologic features and their associated buffers. Further, a Hydrogeological Assessment prepared by GEI, is submitted in support of this application to ensure that the proposed development does not have a significant impact on groundwater resources.

Where possible, parks are located adjacent to the Environmental Policy Area lands and should be located within Rural Areas of the protected countryside where they are outside of key natural and hydrological features and their associated buffers to promote walkability and opportunities for passive recreation within the MTSP Area. The proposed transportation system within the MTSP Area contemplates 3 road crossings of the Natural Heritage System only where there is no other option to provide for a connected community. The proposed road network provides a logical and well-connected transportation and active transportation system that balances connectivity with impacts to the NHS. As such, the proposed amendment and associated Land Use Plan conforms to Section 13 of the Draft FCOP.

6.7.4 Proposed Parkland Policies

The Draft Future Caledon OP updates the parkland provision and parkland hierarchy of the Caledon OP. It establishes an updated parkland provision target of 2.7 hectares per 1,000 population (Section 26.2). 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 parkland hierarchy consists of Urban Squares, Neighbourhood Parks, Community

Parks and District-Special Purpose Parks (section 14.5). The proposed MTSP delivers 14 parks which will be planned in various sizes through the future Tertiary Plan process and will be walkable and accessible to the residents in the area and will meet the policy intent of the Official Plan.

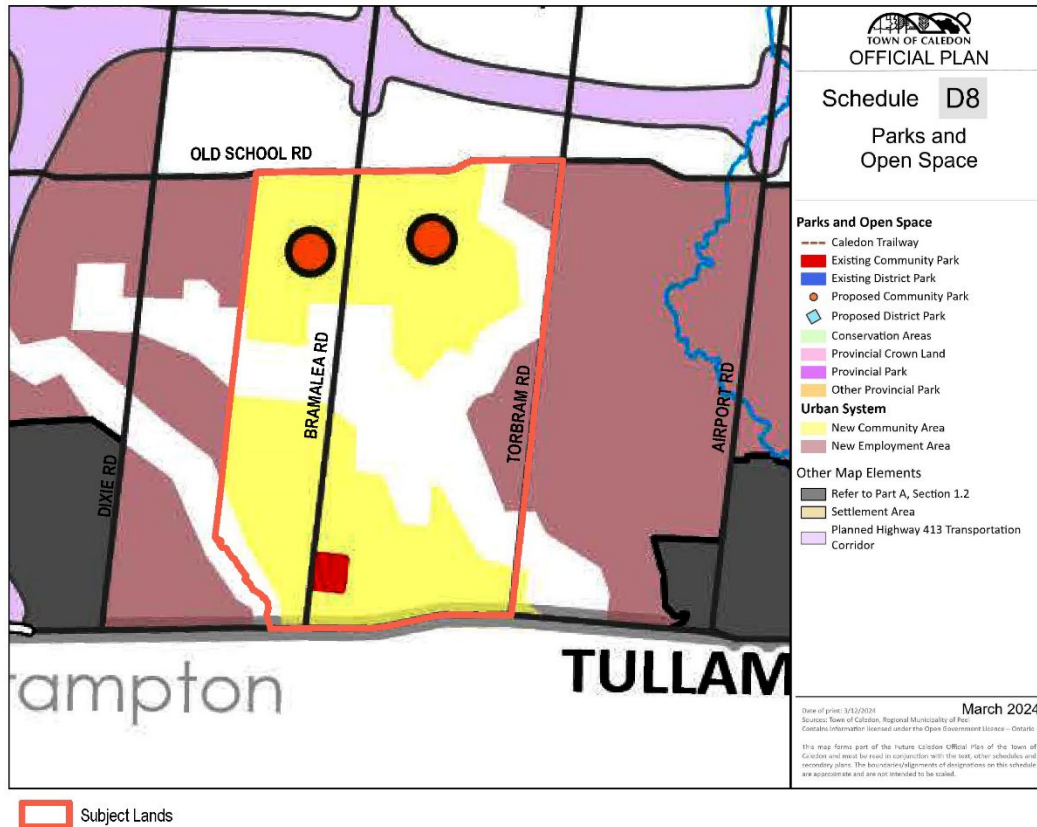
Urban Squares are publicly accessible with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced and are smaller in scale than Neighbourhood Parks (section 14.5.2). The MTSP provides for four (4) urban squares in various locations that allow for passive uses, connections into the open space system and opportunities to be planned as part of a mixed-use development for special events/social interactions.

Neighbourhood Parks will cater to the needs and interests of the residents living within its general vicinity for both organized and unorganized leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas, and seating areas with shade. The service catchment area of Neighbourhood Parks is 800 metres to the residential area and has a minimum size requirement of 1 hectare. Neighbourhood Parks should contain adequate street frontage for visibility and safety and be linked, where feasible to the trail network (Section 14.5.3). The MTSP envisions eight (8) neighbourhood parks throughout the community. Based on the distribution, all residents are within 800m of a neighbourhood park and are at least 1.0 hectare. The neighbourhood parks will all have the potential to be located on a public road frontage, whether that is on a collector or local road.

Community Parks are a focus for active recreation and are centrally located within a village or settlement area. These parks typically contain playing fields for organized sports. The service catchment area of Community Parks is multiple residential areas and has a minimum size requirement of 4 hectares. Community Parks should have direct access to an arterial or collector road, be accessible by public transit, and where feasible be located adjacent to school site and linked to the trail network (Section 14.5.5). The MTSP envisions two (2) community parks. One located at the south end, and another in the northern end to equally distribute the proposed facilities. These parks will have connections to a collector road network, and it is the intent to be transit accessible. They are both located in close proximity to the open space system and can be connected to a future trail network.

As shown below in Schedule D8 Parks and Open Space of the FCOP there is an existing Community Park located on the south end of the MTSP Area along Bramalea Road. Further, the FCOP proposes two (2) more community park on the north side of the MTSP Area on either side of Bramalea Road.

Figure 19: FCOP Schedule D8 – Parks and Open Space



Source: Town of Caledon (2024)

Four (4) Urban Squares, eight (8) Neighbourhood Parks and two (2) Community Parks are distributed throughout the MTSP Area and ranging in size from approximately 0.3 hectares to 10 hectares consistent with the Draft Future Caledon OP policies. Each proposed park has frontage onto a collector or arterial road and where possible provides opportunities for active transportation connections utilizing trails within the natural heritage system.

For the reasons described in Section 4.7, it is our opinion that the proposed amendment is consistent with the Draft Future Caledon OP policies.

6.8 Town of Caledon Zoning By-law 2006-50

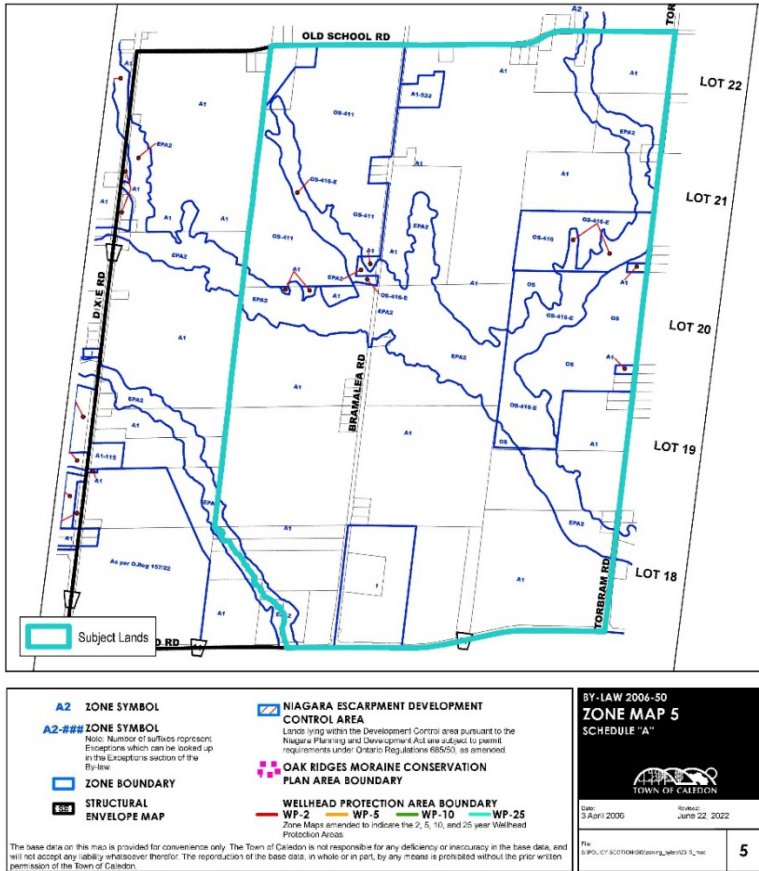
The MTSP Area are currently zoned as A1 “Agricultural”, OS “Open Space”, and EPA2 “Environmental Protection Area 2” in the Town of Caledon Zoning By-law 2006-50 as shown in Figure 20. The existing zoning generally allows for agricultural-related uses, recreation uses, and environmental conservation, respectively. On March 25, 2024, Council and Staff received direction from Mayor Groves to pre-zone and advance 12 Zoning By-law Applications including an application for a portion of lands within the MTSP area municipally known as 12522 and 12580 Torbram Road. The intent of the zoning by-

law amendments is to rezone the affected lands to better facilitate future development. On July 23, 2024, Council approved the application to rezone the portion of lands within the MTSP area. The lands were rezoned from their existing Agricultural Zone (A1), Environmental Policy Area 2 Zone (EPA2), Open Space Zone (OS), Open Space Zone – Exception 416 (OS-416) and Open Space Zone – Exception 416 - E (OS-416-E) to Mixed Density Residential Zone – Exception 696 – Holding Provision H45A and Holding Provision H45B (RMD-696-H45A-H45B) and Environmental Policy Area. 1 – Holding Provision H45A and Holding Provision H45B (EPA1-H45A-H45B). The applications is currently undergoing the PARC process.

It is anticipated that individual landowners will be required to submit separate Zoning By-Law Applications at a later date under a separate process from this Official Plan Amendment applications. It should be noted that the site of the former Mayfield Golf Course recently received Zoning Bylaw Amendment approval for their lands through the Strong Mayors initiative brought forward by Mayor Annette Groves. This zoning bylaw amendment permits urban uses and development standards.

The current application for the MTSP Area is for an official plan amendment only. As such, a future application will be required to amend the zoning by-law to implement the land use framework established by the official plan amendment. It is expected that applications for zoning by-law amendment will be submitted in conjunction with draft plan of subdivision applications.

Figure 20: Town of Caledon Zoning By-law 2006-50 Zone Map 5



Source: Town of Caledon (2024)

7.0

Proposed Official Plan Amendment

7.1 Purpose of the Official Plan Amendment

The purpose of the OPA is to redesignate lands in the MTSP Area according to the land use structure and policies established by this OPA. The Amendment amends Section 7.0

Secondary Plans and Other Detailed Area Policies of the Official Plan for the Town of Caledon to include the lands as part of the Mayfield Tullamore Secondary Plan and to apply land use designations and policies that are consistent with those established within the Region of Peel Official Plan. The Secondary Plan will guide the future development of the MTSP Area. The Draft OPA/Secondary Plan therefore provides:

- An overall community vision and strategy;
- A detailed land use plan;
- A defined natural heritage system;
- Policies for the guidance of land use and development in the planning area in accordance with policies establish in the Town of Caledon Official Plan, Future Caledon Official Plan, and all other relevant policies at the provincial and regional level;
- Implementation policies; and,
- Interpretation policies.

Included with the OPA application is the Draft Official Plan Amendment and Mayfield Tullamore Secondary Plan, dated August 2024, provided under separate cover.

7.2 Vision, Goal and Objectives

Mayfield Tullamore is a new neighbourhood which will be designed as a complete community that is compact, pedestrian and cyclist-friendly, and transit-oriented. The intent of the policies should be to achieve the population, employment and density targets set out in the Peel OP and the Caledon OP. In accordance with the FCOP and RPOP objectives, the MTSP Area should be planned to accommodate complete communities by establishing policies that encourage neighbourhoods to be places to live, work, and recreate. The Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design that aligns with the Town’s policies. The goal of the MTSP will be to achieve the five (5) objectives discussed below.

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

7.3 Community Design Elements

The MTSP is structured to align with Mayfield Tullamore Community Design Guidelines (“MTCMG”). The MTSP requires that implementation of the MTSP demonstrates alignments and regard for the MTCMG. The MTSP has been structured with the intent to achieve the following elements:

- Neighbourhood Centres composed of commercial activity and higher-density residential and mixed-use development. Urban Corridors along key arterial roads that will have a mix of uses with higher density residential built forms. Neighbourhood Areas are to provide opportunities to live, recreate, learn, shop, work, and worship within a walkable neighbourhood.
- A range of retail commercial opportunities throughout the Secondary Plan area, including options which maximize walkability for residents;
- A range and mix of parks and public open spaces providing neighbourhood focal points to promote walkability and establish a strong community identity and neighbourhood sense of place;
- A range and mix of housing options, primarily grade-related, will be provided within the Neighbourhood Areas to promote inclusiveness and create dynamic streetscapes;
- An active transportation corridor will generally run within the Greenbelt lands and will create a safe and central trail that will provide residents with an attractive, off-road active transportation option across the Secondary Plan.
- A modified grid system of streets that provides high levels of connectivity while minimizing impacts to the natural environment; and,
- A complete active transportation system that provides both on- and off-road active transportation facilities and routes that provide opportunities to walk or cycle across the community with connections to adjacent neighbourhoods, future community areas and the Greenbelt

7.4 Growth Management

7.4.1 Growth Management Strategy

The MTSP is intended and planned to occur in an orderly, timely, and cost-effective manner while achieving the following population and employment targets shown in Table 11 below:

Table 11: Mayfield Tullamore Area Population and Employment Estimated Targets

Population ⁽¹⁾	25,400
Population-related jobs	2,000
Employment Area jobs	0
Total	27,400

Land area (hectares) ⁽²⁾	392
Density (combined population and jobs per hectare)	70

(1) Inclusive of the Census undercount.

(2) Net of Greenbelt Plan Area, Natural Heritage System

As per the MTSP, it will be required that the minimum number of residential homes to be permitted in the Secondary Plan area will be sufficient to achieve the above planned population of 25,400 residents.

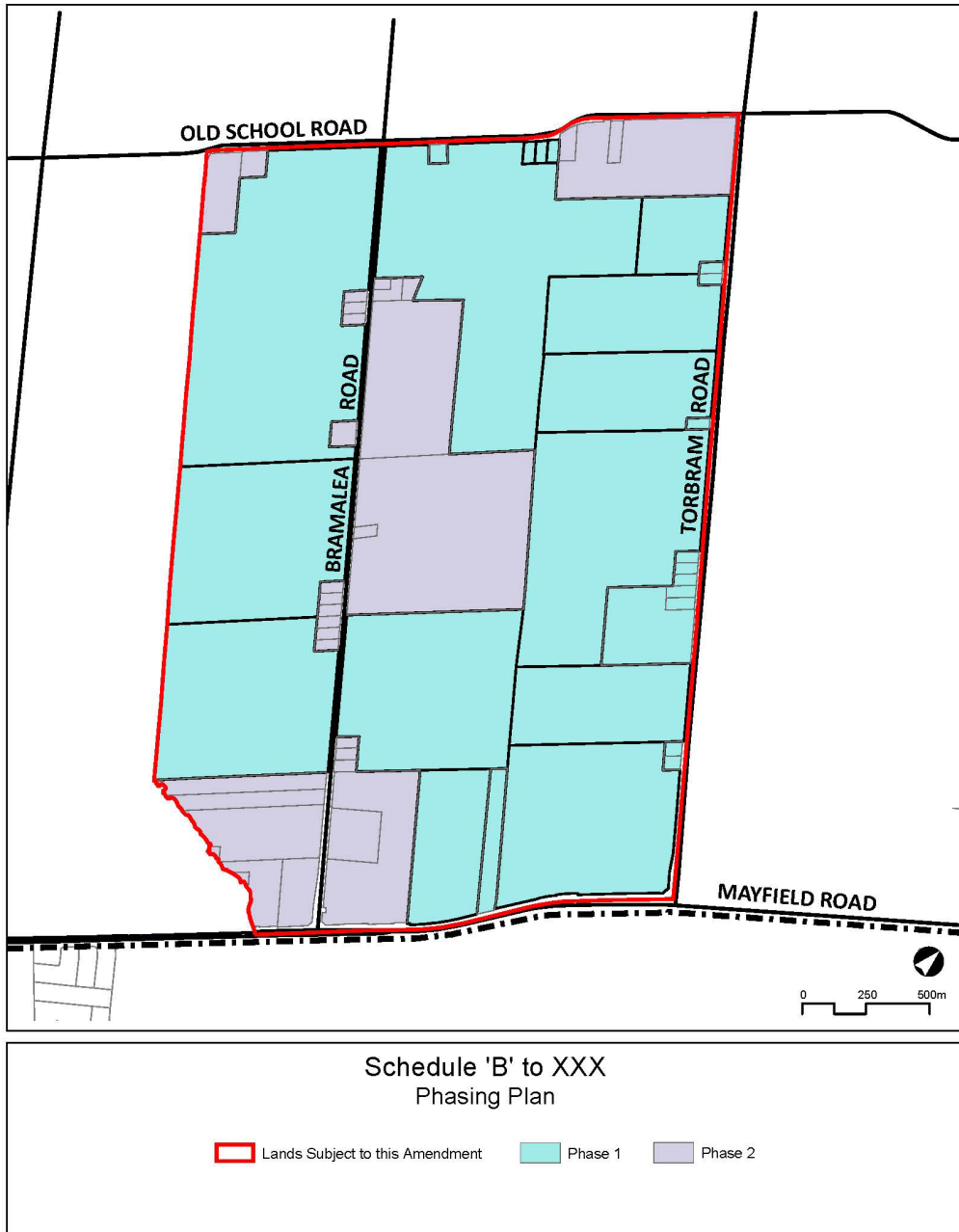
To ensure consistency, the community design guidelines, as outline above, along with the Transportation Impact Study and Phasing Plan will be approved prior to the registration of any plan of subdivision, draft plan of condominium, or approval of site plan application within the MTSP area. Further, where possible and to the extent feasible, development within the MTSP will be consistent with the recommendations for mitigation measures provided through the Agricultural Impact Assessment.

Regarding finances, the MTSP will require that prior to or concurrent with submission of the first plan of subdivision or site plan application in the Secondary Plan, the Secondary Plan landowners shall enter into an agreement or agreements or have made other satisfactory arrangements for the provision of funds or the provision of services or both associated with the Fiscal Impact Study which can be found summarized in Section 3.8 of this report. Additionally, the MTSP clarifies that the Town, the Region of Peel and/or other government agency may require front-end, accelerated payment, and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Secondary Plan in an orderly, timely, and cost effective manner.

7.4.2 Phasing

The phasing of the MTSP will be split into two (2) phases of development as shown in Figure 21 below. The first phase will include the participating landowners currently included within the secondary plan process as their lands will be ready to develop the quickest given their active participation in the secondary plan process. The second phase of the MTSP will be the remaining non-participating lands.

Figure 21: Proposed Phasing Plan



Source: MGP (2024)

7.5 Servicing

7.5.1 Transportation and Mobility Network

The transportation/mobility network consists of an arterial and collector road network on which transit services, pedestrian and cycling connections will be developed. The

transportation/mobility network is developed in accordance with the policy direction throughout the FCOP, in particular Section 11, Transportation, to reduce reliance on the automobile and plan for active transportation (walking and cycling) and transit. In particular, the MTSP identifies a hierarchy of streets and blocks to promote walking, cycling, and transit.

The transportation and mobility system includes:

a) Arterial Road Network

The components of the arterial road network include Bramalea Road, Old School Road, and Torbram Road. These are classified as Town Arterial roads.

b) Collector Network

The proposed collector network provides access to the arterial road network, and also provides for internal flow balancing, circulation flexibility and active transportation opportunities. The collector network accommodates planned population and population related employment in Tullamore. It is our understanding that the Town has already completed Phase 1 and 2 of the EA process.

The Land Use Plan conceptually depicts the collector road alignments. Four (4) collector roads traverse the area with connection to existing Bramalea Road which runs north and south through the MTSP Area connecting Mayfield Road and Old School Road. A direct connection to Dixie Road connecting the employment lands to the west has been purposely avoided. Given the potential for high volume distribution centres in the employment lands a direct road link through the community could create a very negative condition in which smaller delivery vehicles travelling to and from the distribution centres use the collector road, through the primarily residential community, to access the highway.

c) Collector Road Crossing of the Natural Heritage System

There are three (3) proposed collector road crossings of the Natural Heritage System including the existing Bramalea road crossing. The location of these road crossings has been evaluated through detailed study and all development and redevelopment shall be designed to ensure that provision for these crossings is protected for future development.

d) Active Transportation

A trail system will be developed for Mayfield Tullamore. Currently 2 multi use paths (“MUP”) are proposed. One of the MUPs follows the east to west run of the NHS through the site while the second MUP network is proposed along Bramalea Road and Torbram Road and would connect to the existing MUPs on Old School Road and Mayfield Road. In addition, cycling facilities will be provided on all collector roads. The City will work with the Region to provide cycling facilities on the arterial road system.

e) Additional Transportation and Mobility Network Components

To assist in the implementation of the objectives of the transportation/mobility network, transportation demand management strategies and parking management strategies are to be developed in accordance with the provisions of the Official Plan, in particular Section 11, as outlined in the MESP.

7.5.2 Active Transportation

The proposed road network consists of a modified grid network that minimizes crossings of the Natural Heritage System, to the extent possible. The design and location of the collector roads system prioritizes the ecological integrity of the Natural Heritage System.

The proposed collector roads are planned with a right-of-way width of 20 to 26 metres, may include on-street parking, and will provide sidewalks on both sides of the road as well as bicycle routes, where feasible. Local Roads will be planned with a right-of-way width of 16 to 20 metres, may include on-street parking, and will provide sidewalks on both sides of the road, where feasible. This will significantly enhance connections and mobility in a new neighborhood by providing safe, accessible routes for non-motorized travel. These features will encourage active transportation, reduce traffic congestion, and create a more connected, walkable community, allowing residents to easily reach key destinations such as schools, parks, and local shops.

Moreover, the active transportation network, which will include multi-use paths and trails will be in accordance with the Active Transportation Master Plan.

7.6 Community Facilities

Community uses are equally distributed throughout the MTSP, providing residents with easy access to schools and parks. There are four (4) schools proposed within the MTSP Area.

7.6.1 Schools

The proposed elementary schools have been distributed equally throughout the MTSP. The proposed schools are intended to service the students that are generated as result of the proposed MTSP.

The MTSP Area are within the Dufferin-Peel District School Board (“DPDSB”) and Dufferin-Peel Catholic District School Board (“DPCDSB”) jurisdiction. The existing Mayfield Secondary School is located within MTSP Area at the intersection of Bramalea Road and Mayfield Road. The following pupil yields are based on the rates provided in the school boards’ respective Education Development Charges Background Studies (“Education DC Background Study”). The estimated pupil yield is based on the breakdown of dwelling units by density type.

DPDSB

As per the DPDSB Education DC Background Study, the elementary school pupil yields are as follows:

- 0.425 students per low density unit;
- 0.368 students per medium density unit; and
- 0.112 students per high density unit.

The estimated secondary school pupil yields, as per DPDSB Education DC Background Study are as follows:

- 0.169 students per low density unit;
- 0.086 students per medium density unit; and
- 0.032 students per high density unit.

Based on the pupil yields provided in the DPDSB Education DC Background Study, the Land Use Plan is expected to generate a total of 3,636 public school students consisting of approximately 2,721 elementary school students and 914 secondary school students.

The typical capacity of a DPDSB elementary school is approximately 752 students and 1200 students for a DPDSB secondary school. Based on the estimated pupil yield and typical capacities for DPDSB schools, approximately 2 additional public elementary schools and 0 public secondary school will be required to service the future residents of the MTSP Area.

Table 12 provides a summary of the projected student population for DPDSB.

Table 12: DPBDSB Student Yields

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
Elementary Students				
Low Density	3,894	0.425	1,655	2
Medium Density	2,522	0.368	928	
High Density	1,232	0.112	138	
Sub-total	7,648		2,721	
Secondary Students				
Low Density	3,894	0.169	658	0
Medium Density	2,522	0.086	217	
High Density	1,232	0.032	39	
Sub-total	7,648		914	
Total			3,636	

Source: PDSB Education Development Charge Background Study, 2024 and MGP

Note: Schools required is adjusted to reflect there is an existing elementary school and secondary school on site.

DPCDSB

As per the DPCDSB Education DC Background Study, the elementary school pupil yields are as follows:

- 0.14 students per low density unit;
- 0.1 students per medium density unit; and
- 0.05 students per high density unit.

The estimated secondary school pupil yields, as per DPCDSB Education DC Background

Study are as follows:

- 0.09 students per low density unit;
- 0.08 students per medium density unit; and
- 0.03 students per high density unit.

Based on the pupil yields provided in the DPCDSB EDC Background Study, the Land Use Plan is expected to generate a total of 1,448 Catholic school students consisting of approximately 859 Catholic elementary school and 589 Catholic secondary school students.

The typical capacity of a DPCDSB elementary school is approximately 550 students and 1200 students for a DPCDSB secondary school. Based on the estimated pupil yield and typical capacities for DPCDSB schools, approximately 2 Catholic elementary school is required to service the future residents of the MTSP Area. Table 13 below provides a summary of the projected student population for DPCDSB.

Table 13: DCDSB Student Yields

Unit Type	New Units	Pupil Yield	Additional Students	Schools Required
Elementary Students				
Low Density	3,894	0.14	545	2
Medium Density	2,522	0.1	252	
High Density	1,232	0.05	62	
Sub-total	7,648		859	
Secondary Students				
Low Density	3,894	0.09	350	0
Medium Density	2,522	0.08	202	
High Density	1,232	0.03	37	
Sub-total	7,648		589	
Total			1,448	

Source: DPCDSB Education Development Charge Background Study, 2024 and MGP

As discussed in Section 2 of this report, the MTSP Area are planned to accommodate four additional school sites not including the existing James Grieve Public School and Mayfield Secondary School. Where possible, these school sites are planned to be co-located with parks, to allow opportunities for joint use initiatives.

7.6.2 Parks

The parks are located throughout the MTSP Area and are primarily co-located with the NHS, one of the four elementary schools, or both. Many of the proposed parks are located within the Greenbelt area but remain outside the NHS. A total of fourteen (14) parks are proposed within the MTSP Area and have been distributed equally throughout the MTSP to provide a range of active and passive recreational opportunities. As highlighted in the Healthy Development Assessment, 96% of the proposed dwelling units are located within

400m of the parks and open space. Public school and park sites for the MTSP Area shall be secured through the development approval process, including the establishment, where appropriate, of area specific parkland agreements.

Parkland provisions as per the Planning Act require a rate of 2% of parkland for lands designated as commercial or industrial and 5% for all other uses or 1 ha/600 dwelling units (taking the greater of the parkland requirements). Based on Planning Act rates, a total of 21.0 hectares of parkland will be required through the development process.

The MTSP has area been planned to accommodate the required amount of parkland that could be attained through the Planning Act. Municipal parks are identified on the Land Use Plan in Figure 22. To achieve this, the MTSP area land use plan includes fourteen (14) public parks, which will include a variety of urban squares, Neighbourhood Parks, and Community Parks generally ranging in size from approximately 0.4 hectares to 10 hectares in accordance with the Town guidelines. The amount and distribution will be determined through the Tertiary Plan stage however the proposed locations of the parks are evenly distributed throughout the MTSP Area. It is the intent that there will be a Community Park located in the north and another in the south, which will allow them to be located central to the community to maximize resident accessibility to a range of park facilities. Where possible, parks are planned to be co-located with schools, to allow opportunities for joint use initiatives, and have also been located adjacent to the Natural Heritage System and/or future trail system to provide an interconnected open space system. In addition, opportunities to provide Urban Squares, where access to parks is challenging, may be identified through future development applications.

7.6.3 **Community Center**

A proposed community centre is planned to be centrally located within the southern half of the MTSP area and is intended to replace the recreation center that is currently located at 12087 Bramalea Road. Based on discussion with the Town, it is our understanding that there is a need for a new community centre to service the future residents of the community. The proposed community centre will support the creation of a complete and well service community by providing valuable amenity space and recreational options to local residents in a centrally located and accessible location.

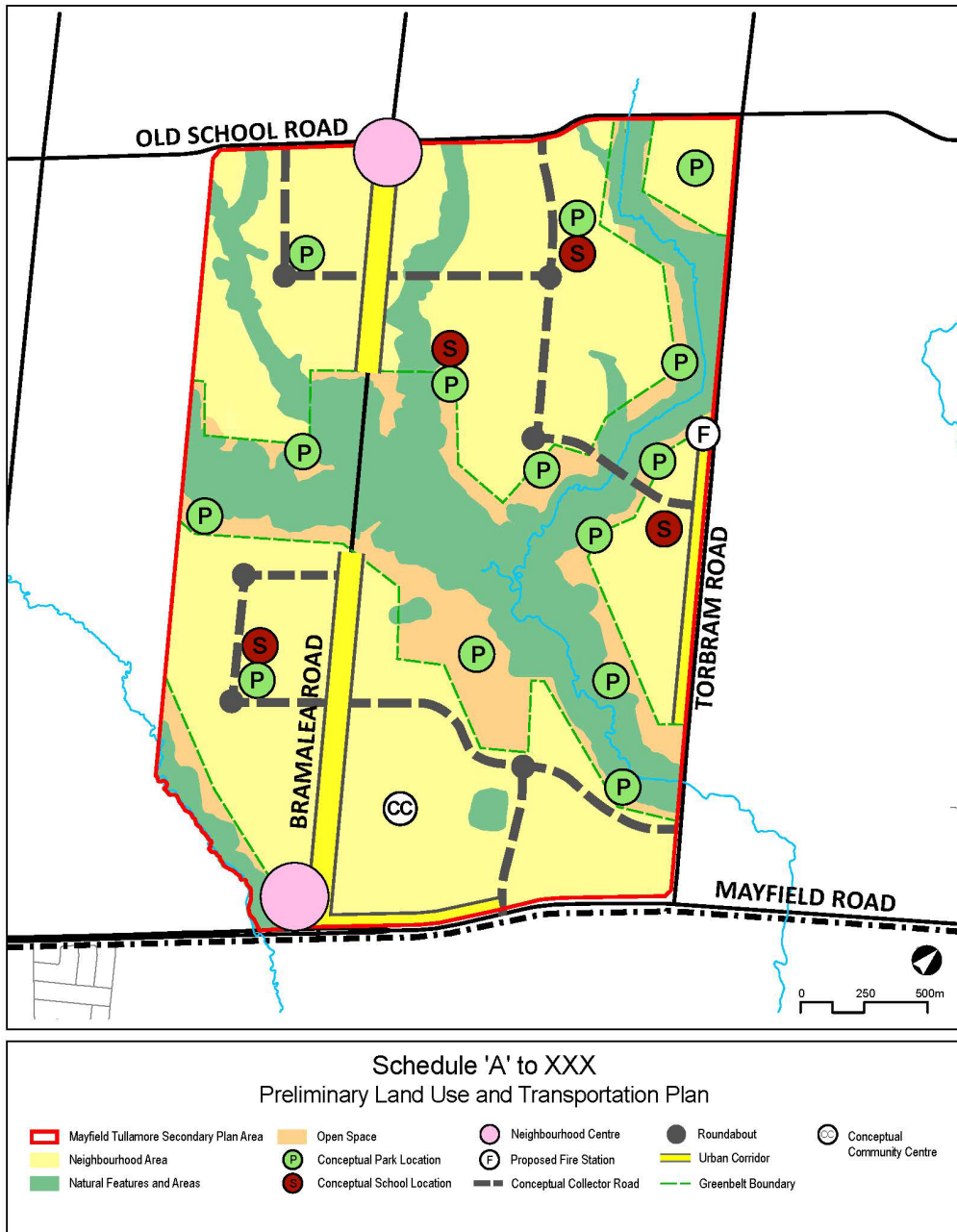
7.6.4 **Fire Hall**

As per a request from discussion with the Town, there was an identified need for a Fire Hall facility to service the community. A fire hall is planned along the west boundary of the MTSP area and is intended to service the community. This location provides direct access to an arterial road as well as nearby access to an internal collector road within the MTSP. This is a logical location for the Fire Hall to ensure that it has reliable and efficient access to service the entire community and nearby neighbourhoods.

7.7 Land Use Plan

The Mayfield Tullamore Land Use Plan (“Land Use Plan”) establishes the land use designations and transportation/mobility network for the MTSP area. This Land Use Plan is intended to ensure the development of a compact, transit-supportive complete community in conformity with COP policy, Section 22. The proposed land use designations conform with the FCOP and includes Neighborhood Area, Urban Corridor, Neighborhood Centre, Natural Features and Areas, and Open Space. The draft Official Plan Amendment found under separate cover and provides further description of the proposed land use designations.

Figure 22: Proposed Land Use Plan for the Proposed Official Plan Amendment



Source: MGP (2024)

The Land Use Plan concentrates densities in a transit-supportive manner adjacent to Bramalea Road, Mayfield Road, and Torbram Road. Mixed-Use Mid-Rise land uses are planned along and fronting onto Bramalea Road as well as portions of Mayfield Road and Old School Road where appropriate. Residential Low-rise uses are located more internally

and serviced by collector roads, providing the balance of housing as ground-oriented forms such as single detached and semi-detached units.

7.7.1 Population and Employment

Based on a gross developable land area of 353 ha, the proposed MTSP will generate an estimated 25,000 people and 2,000 population-related jobs. This would achieve a minimum density of approximately 70 people and jobs combined per hectare.

7.7.2 Land Use Designations

It is anticipated that components of the MTSP Land Use plan will be further refined as a result of additional analysis and consultation undertaken during the preparation of the MTSP. The current components of the Land Use Plan are identified on Figure 22 above and include:

- a. Neighborhood Area
- b. Urban Corridor
- c. Neighbourhood Centre
- d. Natural Features and Areas
- e. Open Space

Policy directions for each community structure component and related land use designations are described in the following sections. The policies in the MTSP provide for the development of a comprehensive road and transit network, integrated open space network and identification of urban corridors to meet the needs of the community. The MTSP provides further policy direction on matters related to the Greenway System including policy direction with respect to the location of parks and stormwater management facilities.

Neighborhood Area

Lands within the Neighbourhood Area designation is intended to be developed to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than that of older established neighbourhoods in the town. They are intended to permit ground-oriented residential uses, long term care homes and retirement homes, public service facilities integral to a neighbourhood, and neighbourhood-scale retail, commercial, personal service and professional service uses. The maximum permitted height will generally be 4 storeys, however, buildings as high as eight storeys may be permitted along collector or arterial roads.

Sites adjacent to arterial roads, transit supportive forms of development will be a high priority for development

Urban Corridor

The Urban Corridor designation is intended to connect neighbourhoods through mixed use, mid-rise developments. The Urban Corridors are meant to be communities

themselves that support a high-quality urban living environment with connections to transit services and cycling infrastructure. A range of permitted uses allow lands within this designation to meet the day-to-day needs of residents living within the Corridors and also the surrounding neighborhoods. These corridors are anticipated to be approximately 80-100 metres in depth from the arterial road and will be characterized by a mixture of primarily high intensity forms of development, including retail and service commercial uses, offices and residential apartments, as well as community facilities.

The maximum permitted height is 12 storeys. Singles and semi-detached may be permitted however cannot front an arterial or collector road. A high priority will be placed on the pedestrian, cycling and transit experience to reinforce convenience, comfort and safety.

Neighbourhood Centre

The Neighbourhood Centres are located at the major intersections and focal points of the MTSP Area. This includes South of Old School Road and Bramalea Road and north of Mayfield Road and Bramalea Road. Neighborhood Centres are intended to be the focal points of the surrounding neighbourhoods providing a concentration of goods and services to match the day to day needs of local residents and workers.

The Neighbourhood Centre designation is intended to act as vibrant focal points for surrounding neighbourhoods. They are intended to offer a wide range of goods and services capable of servicing residents and works everyday needs. Development within Neighbourhood Centres may take the form of mid-rise or high-rise buildings that provide a mix of uses or individual buildings for residential, commercial, office and service uses. They will be designed with an emphasis on quality pedestrian streetscapes and will be highly connected to transit and cycling infrastructure. The maximum permitted height will be 25 storeys, however, Council may consider, through the implementing zoning by-law, buildings that exceed the maximum height, where required.

The minimum amount of non-residential (measured in gross floor area) in each Neighbourhood Centre shall be 8,000 m² for the Neighbourhood Centre located at Old School Road/Bramalea Road and 27,000 m² for the Neighborhood Centre located at Bramalea Road/Mayfield Road. Transit oriented forms of development and transit supportive space design will be a high priority for development. Quality pedestrian streetscapes and transit/cycling connections will be prioritized and surface parking is intended to be limited with 80% of the required parking to be provided in underground or above ground structures.

Natural Features and Areas

The lands under the designation provide a functional and connected natural heritage system that protects and enhances key natural heritage features. The intention of this designation is to reflect the design principle of achieving net ecological gain. The designation does not permit development or site alteration except for a range of natural resource management, conservation, recreation, and essential infrastructure uses.

Any proposal for new development or site alteration adjacent to a feature in the Natural Features and Areas designation will require an environmental impact study and/or hydrologic evaluation to determine that there will be no negative impacts on the feature, ecological function and/or hydrologic function. It should also be noted that the Natural Features and Areas designation is not intended to and will not form part of the parkland dedication to the Plan Area.

Open Space

The Open Space land use designation represents the tableland within the Greenbelt Area. This designation permits parks, stormwater management facilities, and active and passive recreational uses. The open space system shall be visible and accessible to the public, where compatible with the Town’s ecosystem objectives and policies.

7.7.3 Land Use Statistics

Based on the MTSP and Land Use Plan presented in this report, Table 14 below provides the estimated units, population and population-related employment by dwelling type that the MTSP Area are planned to accommodate based on the residential land use designations on the Land Use Plan. The MTSP Area are estimated to accommodate a total of 7,500 dwelling units, 25,000 people and 2,000 population-related jobs.

Table 14: Estimated Units, Population, and Population Related Employment by Dwelling Type

Residential				
Unit Type	Net Land Area (ha)	# Units	% Unit Mix	Population
Single/Semi Detached	150	3890	51%	14200
Secondary Unit	0	850	11%	1750
Street Townhouse	50	1750	23%	5,800
Stacked Townhouse Units	10	780	10%	2550
Apartment	2	380	5%	800
Total	212	7650	100	25100
Non-Residential				
Job Source	Net Land Area (ha)	# Jobs	% Job Mix	
Institutional	10	350	18%	
Commercial	20	650	32%	
Work from Home	212	1000	50%	
Total	242	2000	100%	

Based on the commercial study prepared by Altus Group, dated August 2024, it is estimated that 43 ha of land will be required throughout the MTSP to support the community’s day to day, and week to week needs. Assuming 25% coverage on these lands, it is estimated that this will yield about 32,500m² of commercial space. The MTSP

envisions that the majority of this space will be provided within the Neighbourhood Centres, where the focal point and concentration of density will be, however the MTSP also allows commercial throughout the plan, and we anticipate that neighbourhood servicing retail will be located at key intersections along the urban corridors.

8.0

Conclusion

The purpose of this report is to provide an overview of the proposed amendment and analyse and render a planning opinion on the proposed amendment in the context of the relevant Provincial, Regional and local policy framework and the technical studies prepared by other experts.

This report has reviewed the proposed amendment against the unique policy framework, and it is our opinion that the proposed amendment is consistent with the PPS, conforms with the Growth Plan, the recently adopted Region of Peel Official Plan, Caledon Official Plan, is consistent with the Draft Future Caledon Official Plan and represents good planning based on the following:

- The proposed amendment considers and aligns the demographic trends within the Town of Caledon and Region of Peel and provides a unit mix of predominantly low-density ground related housing with opportunities for higher density housing that will support the higher distributions of young families.
- The proposed amendment is consistent with the policies of the PPS which emphasizes the importance of building healthy, livable, and safe communities and promotes efficient and cost-effective development and land-use patterns. The MTSP Area are now located within a settlement area and are designated for growth, are appropriate for development with a mix of uses and forms and propose no negative impacts to natural heritage or hydrologic features nor their functions.
- The proposed amendment conforms with the policies of the Growth Plan which seek to build compact, transit supportive communities. The proposed amendment is planned as a complete community that supports densities that are pedestrian, cycling and transit friendly.
- The proposed amendment conforms with the Greenbelt Plan as all potential infrastructure will be located outside of key natural heritage and key hydrologic features, except for essential infrastructure that must cross these features where there is no other opportunity.
- The proposed amendment conforms to the policies of the new approved RPOP which promotes the development of healthy and sustainable complete communities. The MTSP Area are identified for growth under the policies of the adopted RPOP and the Land Use Plan proposes a well designed, transit-oriented land use pattern that accommodates a range of housing types and a well-connected transportation and active transportation network. The proposed

- amendment achieves a minimum density of 70 residents and jobs per hectare which contributes to the achievement the Region’s greenfield density target for the entire Designated Greenfield Area in the Town of Caledon.
- The proposed amendment conforms with and implements the intent of the Caledon OP to plan for the development of complete, well-designed communities that offer transportation choices and accommodate an appropriate mix of housing, jobs and access to retail and services. The proposed amendment is expected to achieve a minimum density of 70 persons and jobs per hectare, which exceeds the density requirement of 62.5 persons and jobs per hectare required under the Official Plan.
 - Although the policies of adopted Future Caledon OP are not yet in-force and effect, they represent the Town of Caledon’s current vision for the MTSP Area. The proposed amendment conforms with the intent of the Designated Greenfield Areas designation in the Future Caledon OP as it provides for a mix of land uses that will meet the various needs of existing and future residents. The proposed amendment achieves a minimum density of approximately 70 people and jobs per hectare which contributes to the achievement of the overall Designated Greenfield Area density target in the Town of Caledon of 67.5 people and jobs per hectare.

It is anticipated that the review and assessment of this application will require a collaborative approach and review with the Town. The preparation of the Mayfield Tullamore Secondary Plan will require additional work, public consultation and coordination with the Town and Region. Subject to this process being completed, it is our overall opinion that the amendment represents good planning and is in the public interest.

Appendix 1 – Legal Description of MTSP Area

Table 15: Legal Description of MTSP Area

#	Municipal Address	Legal Description	PIN	Site Area (ha)	Owner
1	4755 OLD SCHOOL RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 2 43R7181 ; CALEDON	143470044	4.29	BLUESTEIN, GARY
2	4811 OLD SCHOOL RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 2 43R17182 ; CALEDON	143470043	1.03	GILL, SATINDER;GILL, AMARJIT;GILL, PARBHJOT;BAINS, AMITPAL
3	12622 BRAMALEA RD	PT LT 21 CON 4 EHS CHINGUACOUSY; PT LT 22 CON 4 EHS CHINGUACOUSY PT 1 & 6, 43R17182 ; CALEDON	143470038	75.23	ANATOLIA INVESTMENTS CORP.
4	12802 BRAMALEA RD	PT LT 22 CON 4 EHS CHINGUACOUSY PT 4 43R17182 ; CALEDON	143470041	0.4058997	DHALIWAL, PARMINDERJIT; DHALIWAL, MANMOHAN
5	Not Available	PT LT 21 CON 4 EHS CHINGUACOUSY PT 7 43R17182 ; CALEDON	143470040	0.4058997	ALISSE FINANCIAL & DEVELOPMENT CORP.
6	Not Available	PT LT 21 CON 4 EHS CHINGUACOUSY PT 8 43R17182 ; CALEDON	143470039	0.4058997	BLUESTEIN, GARY
7	12636 BRAMALEA RD	PT LT 21, CONC 4 EHS(CHING) DES PT 10, 43R17182 ; CALEDON	143470305	0.99350325	EGGENGOOR, ANNETTE;EGGENGOOR, MARK

8	Not Available	PT LT 20 CON 4 EHS CHINGUACOUSY AS IN RO1032535 TOWN OF CALEDON	143470036	40.51793587	12442 BRAMALEA LIMITED PARTNERSHIP;12442 BRAMALEA GP INC.
9	12440 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 1 43R7047 ; CALEDON	143470035	0.41480278	SINGH, SOMAWATTIE;SINGH, VISHNU
10	12420 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 1 43R4347 ; CALEDON	143470034	0.41480278	WELLS, MICHAEL;BELLISSIMO, MARYANN;BELLISSIMO, DOMENICO
11	12414 BRAMALEA RD	PT LT 20 CON 4 EHS CHINGUACOUSY PT 2 43R4347 TOWN OF CALEDON	143470033	0.41480278	CHANNA, RAJDIP
12	12390 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 1 43R5556; CALEDON	143470032	0.41884964	MARTINS, MARIA;MARTINS, HORACIO
13	12380 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 2 43R5556 ; CALEDON	143470031	0.41884964	CHANNA, RUPINDER PAL; CHANNA, BALWINDER
14	12356 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY PT 1 43R8223 ; CALEDON	143470030	0.41237467	CHANNA, RAJDIP;CHANNA, RUPINDER PAL
15	12282 BRAMALEA RD	PT LT 19 CON 4 EHS CHINGUACOUSY AS IN RO1076689 ; CALEDON	143470029	39.9712056	BRAMALEA ROAD COINVEST LIMITED PARTNERSHIP;BRAMALEA ROAD COINVEST GP INC.;BRAMALEA ROAD GP INC.
16	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY AS IN CH24090 EXCEPT CH33425, CH33413, CH33415,	143470142	0.019020225	SOULES, MARION C.

		CH33417, CH33419, CH33421, CH33423, CH33425, CH33427 ; CALEDON			
17	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY PT 1 43R18241 TOWN OF CALEDON	143470028	4.29492872	CATION, LEE HYATT;CATION, MARK HUNTER;CATION, MICHAEL DAVID
18	12162 BRAMALEA RD	PT LT 18 CON 4 EHS CHINGUACOUSY AS IN VS408825 ; CALEDON	143470027	4.10432178	KERR, SHARON LOUISE;KERR, DONALD WILLIAM
19	Not Available	PT LT 18 CON 4 EHS CHINGUACOUSY PT 1 43R5209 ; TOWN OF CALEDON	143470026	1.660960095499	1867350 ONTARIO INC.
20	4810 MAYFIELD RD	PT LT 18 CON 4 EHS CHINGUACOUSY DES AS PTS 2, 3, PL 43R5209; SAVE AND EXCEPT PTS 1, 2, PL PR1385674; TOWN OF CALEDON	143470327	9.42553329	1867350 ONTARIO INC.
21	4848 MAYFIELD RD	PT LT 18, CONC 4 EHS(CHING) AS IN VS88235 S&E PTS 1 TO 4, EXPROP.PL PR1387136 ; CALEDON	143470323	2.7344609	12341433 CANADA INC.
22	Not Available	PT LT 18, CON 4 EHS (CHING) AS IN RO1111735, SAVE & EXCEPT PTS 1 & 2 EXPRO. PL PR1425131 AND PTS 1, 2 & 4, 43R34259 SUBJECT TO AN EASEMENT IN GROSS OVER PT 3, 43R34259 AS IN PR2293025 TOWN	143470342	3.876888	ECOLAND FARM LTD.

		OF CALEDON			
23	Not Available	PT LOT 18, CON 4 EHS (CHING) AS IN RO917854 SAVE & EXCEPT PTS 1, 2 & 3, 43R31739; CALEDON.	143470312	3.6482411	PENA, VICENTE;PENA, FRANCISCO;PENA, CHUA HOK
24	5069 OLD SCHOOL RD	PT LT 22, CON 5 EHS CHING; DES PT 1, PL 43R15705; CALEDON.	143470329	0.54592093	ANDERSON, STEPHEN;ANDERSON, ELIZABETH GAIL
25	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 3, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470378	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
26	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 4, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470379	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
27	Not Available	PART LOT 22 CON 5 EHS CHINGUACOUSY, PART 5, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470380	0.40549501	TACC DEVELOPMENTS (ARMSTRONG) LTD.
28	Not Available	PART LOTS 21 & 22 CON 5 EHS CHINGUACOUSY, PARTS 1 AND 2, PLAN 43R41084; CALEDON TOWN OF CALEDON	143470377	68.42505776	TACC DEVELOPMENTS (ARMSTRONG) LTD.
29	Not Available	PART LOT 22 CONCESSION 5 EAST OF HURONTARIO STREET, PART 2 PLAN 43R40213 TOGETHER WITH AN EASEMENT AS	143470368	0.2913737	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL

		IN CH22427 TOWN OF CALEDON			
30	Not Available	PT LT 22, CON 5 EHS CHING, DES PT 2, PL 43R16960; CALEDON.	143470328	0.7045577	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL
31	Not Available	PART LOT 22 CONCESSION 5 EAST OF HURONTARIO STREET, PART 1 PLAN 43R40213 TOGETHER WITH AN EASEMENT AS IN CH22427 TOWN OF CALEDON	143470367	0.55968024	ARMSTRONG, MARILYN RUTH;ARMSTRONG, GORDON NEIL
32	12691 BRAMALEA RD	PT LT 21 CON 5 EHS CHINGUACOUSY AS IN VS307766 EXCEPT EASEMENT THEREIN; CALEDON	143470051	21.3678066	MARKHAM POULTRY FARMS LIMITED
33	Not Available	PT LT 20 CON 5 EHS CHINGUACOUSY ; CALEDON	143470052	41.88577334	RUSO, ROSELYNN HELEN
34	12501 BRAMALEA RD	PT LT 20 CON 5 EHS CHINGUACOUSY AS IN VS359416 ; CALEDON ;	143470053	0.40751844	KAPOOR, MINAKSHI;KAPOOR, NAND GOPAL
35	Not Available	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN RO676167 ; CALEDON TOWN OF CALEDON	143470054	40.71785058	DG (CALEDON 1) INC.
36	12236 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R7148; T/W RO528184 ; CALEDON	143470055	0.39133102	DOBBIN, KENNETH CURRAN

37	12229 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R5912 TOWN OF CALEDON	143470060	0.404686	KAUR, ANMOLPREET;SIDHU, JAGDIP
38	12211 BRAMALEA RD	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN R01044964 ; CALEDON	143470061	0.40549501	ESHPRE GLOBAL INC.
39	12087 BRAMALEA RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS93950 EXCEPT VS169412 ; CALEDON	143470063	3.944471	Owner Name: THE CORPORATION OF THE TOWN OF CALEDON Party To: THE CORPORATION OF THE TOWNSHIP OF CHINGUACOUSY
40	Not Available	PT LOT 18, CON 5 EHS (CHING), AS IN VS51010 EXCEPT VS93950, VS160680, PT 1, 43R19547 & PTS 1, 2, 3 & 4, 43R27339 & PTS 4, 5, 6, 7 & 8 PL 43R33485 SUBJECT TO AN EASEMENT IN GROSS OVER PTS 1 & 2 PL 43R33493 AS IN PR1921279 TOWN OF CALEDON	143470340	15.9482565	Owner Name: PEEL DISTRICT SCHOOL BOARD Party To: CENTRAL PEEL DISTRICT HIGH SCHOOL BOARD
41	5100 MAYFIELD RD	PT LT 18, CONC 5 EHS(CHING) AS IN VS17021 S&E PTS 1,2 & 3, EXPROP.PL PR1385100 ; CALEDON	143470325	16.1408868	2052743 ONTARIO INC.
42	5232 MAYFIELD RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS397410 SAVE & EXCEPT PT 1, EXPROP PLAN PR2385789; S/T DEBTS IN VS397410;	143470348	3.8267074	WHITE, FRANCIS JOHN;WHITE, CHRISTINE LYNDA

		SUBJECT			
		TO EXECUTION 93-00568, IF ENFORCEABLE SUBJECT TO AN EASEMENT AS IN CH27578 TOWN OF CALEDON			
43	5251 OLD SCHOOL RD	PT LT 22 CON 5 EHS CHINGUACOUSY AS IN R0975165 ; CALEDON	143470084	0.81058534	DHALIWAL, KARAM;DHALIWAL, CHARANPREET;DHALIWAL, KULDEEP
44	5317 OLD SCHOOL RD	PT LT 22 CON 5 EHS CHINGUACOUSY PT 2, 43R15393; T/W R0835453 ; CALEDON	143470083	0.82636808	GALLUZZO, ROSA
45	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY PT 1, 43R15393 ; CALEDON	143470082	18.805742	2844484 ONTARIO INC.
46	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY AS IN R01084933 ; CALEDON	143470081	9.96902611	SENTINEL (TORBRAM) HOLDINGS INC.
47	Not Available	PT LT 22 CON 5 EHS CHINGUACOUSY PT 1, 43R15009 ; CALEDON	143470080	0.4058997	SENTINEL (TORBRAM) HOLDINGS INC.
48	Not Available	PT LT 21 CON 5 EHS CHINGUACOUSY PT 3, 43R15009 ; CALEDON	143470079	0.4058997	SENTINEL (TORBRAM) HOLDINGS INC.
49	Not Available	PT LT 21 CON 5 EHS CHINGUACOUSY PT 2, 43R20787 ; CALEDON	143470078	20.0282971	SENTINEL (TORBRAM) HOLDINGS INC.
50	12580 TORBRAM RD	PT LT 21 CON 5 EHS CHINGUACOUSY AS IN R01100220 ; CALEDON	143470123	20.3261458	MAYFIELD GOLF COURSE INC.

51	12552 TORBRAM RD	PT LT 21 CON 5 EHS CHINGUACOUSY PT 1, 43R20803; T/W RO1100218 ; CALEDON	143470077	0.4058997	Owner Name: DE LAAT, JOHN GREGORY Party To: DE LAAT, LUCY ANN; DE LAAT, JOHN GREGORY
52	12580 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY; PT LT 20 CON 5 EHS CHINGUACOUSY AS IN RO1062850 ; CALEDON	143470076	49.77471525	MAYFIELD GOLF COURSE INC.
53	12424 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 1, 43R9542 ; TOWN OF CALEDON	143470075	0.4058997	SAEED, FOUZIA;SAEED, ZUBAIR
54	12416 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 2, 43R9542 ; CALEDON	143470074	0.4058997	ATWAUL, GURDEEP;ATWAUL, SURAT
55	12408 TORBRAM RD	PT LT 20 CON 5 EHS CHINGUACOUSY PT 3, 43R9542 ; CALEDON	143470073	0.4058997	CARDUCCI, MARIA;CARDUCCI, GIOSUE
56	12400 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 2, 43R5079 ; CALEDON	143470072	0.53661316	FACCIO, VICTORIA;FACCIO, ADRIANO
57	12380 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY PT 3, 43R5079 TOWN OF CALEDON	143470071	0.5301382	BIANCHI, MARISA
58	12306 TORBRAM RD	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN RO653006 ; CALEDON	143470070	9.50404231	AIELLO, TERESA;AIELLO, MARIO

59	Not Available	PT LT 19 CON 5 EHS CHINGUACOUSY AS IN VS22285 ; BRAMPTON	143470069	20.7526844	TULLAMORE INDUSTRIAL GP LIMITED
60	12198 TORBRAM RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN R0766640 ; CALEDON	143470068	0.37595296	SHARMA, SHIKHA;SHARMA, HEMANT KUMAR
61	12182 TORBRAM RD	PT LT 18 CON 5 EHS CHINGUACOUSY AS IN VS303858 TOWN OF CALEDON	143470067	0.37595296	RANDHAWA, SHARANJIT KAUR;RANDHAWA, SAWRAJ SINGH
62	Not Available	FIRSTLY; PT LOT 17 AND PT ROAD ALLOWANCE BETWEEN LOTS 17 & 18 CON 5 EAST OF HURONTARIO STREET (CHINGUACOUSY) BEING PART 4 PL 43R36519 TOWN OF CALEDON; SECONDLY; PART LOT 18 CON 5 EHS CHING DES PTS 1, 2 PL 43R30083, EXCEPT PARTS 1, 2, 3 PL 43R36519; S/T CH27573 TOWN OF CALEDON	143470362	39.4823453	MAYFIELD LANDING DEVELOPMENTS INC.
Total Land Area within MTSP Area (ha)				607	

Malone Given Parsons Ltd.
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