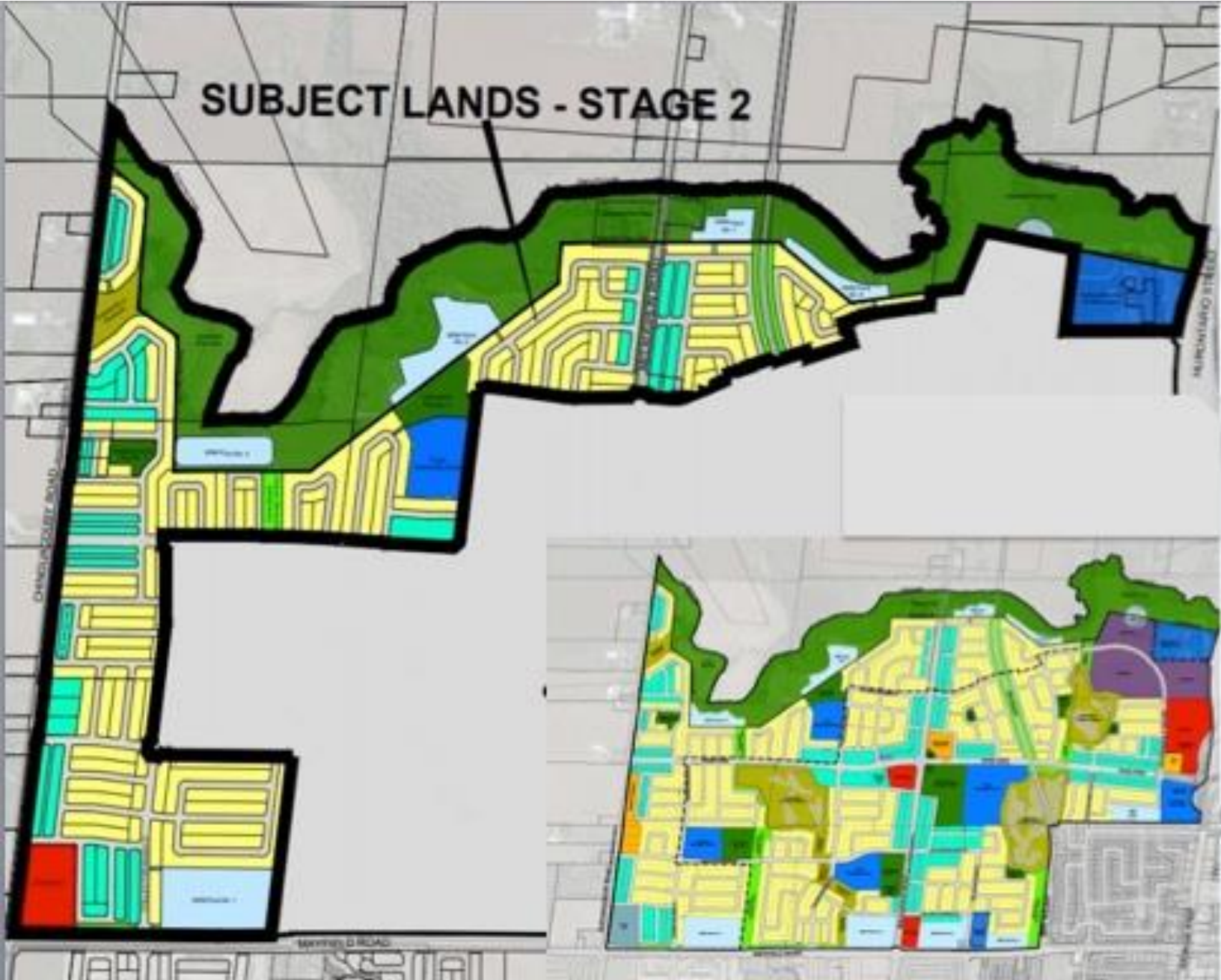


SUBJECT LANDS - STAGE 2



PLANNING JUSTIFICATION REPORT – MAYFIELD WEST PHASE 2 – STAGE 2

June 24, 2020

Prepared for the Town of Caledon



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Appendix A: Draft Concept Plan

1.0 OVERVIEW

This Planning Justification Report ('PJR') has been prepared to support the proposed local **Official Plan Amendment 255 ('OPA 255')** for the Mayfield West Phase 2 – Stage 2 lands ('MW2-S2 lands'). With the approval of OPA 255, the planning for all of the lands that should have logically been in this part of the Mayfield West settlement area will have been concluded, subject of course to the consideration of individual applications for development.

Through the process of establishing the policy approvals for the MW2-S1 lands, a comprehensive suite of policies was included in the Town's Official Plan ('Town's OP') by OPA 222. These policies are now included within Section 7.14 of the Town's OP and they work with and rely upon other relevant policies in the Town's OP as well.

Given the recent vintage of OPA 222 and Section 7.14, many of the policies in Section 7.14 can be applied to proposed development in MW2-S2 without modification and as a result the main focus of OPA 255 is to achieve this objective. Notwithstanding the above, a number of minor changes to Section 7.14 are proposed to clarify existing policies that apply both to MW2-S1 and MW2-S2 or add new policies for the MW2-S2 lands only. As an example of the latter, OPA 255 includes new policies in Section 7.14.6.2 on the Mixed Use designation that is unique to MW2-S2.

OPA 255 is intended to implement Regional Official Plan Amendment No. 34 ('ROPA 34'), which has not yet been approved (as of the date of this report). ROPA 34 was prepared by the Region to facilitate the expansion of the Mayfield West settlement area.

On October 22, 2019 an open house was held on OPA 255 and a complete draft of the OPA was presented at that time. On November 28, 2019, an Open House was held for ROPA 34, followed by the statutory Public Meeting, which was held on December 12, 2019. On March 12, 2020, Regional staff brought forward a report to Council that recommended the approval of ROPA 34, however Regional Council deferred the approval of ROPA 34 until the Regional Municipal Comprehensive Review process is complete. It is noted that Caledon Council is not able to adopt OPA 255 until ROPA 34 has been approved and is in effect.

A number of technical studies were prepared to support ROPA 34. The technical studies were shaped by Town and Regional comments and were discussed in detail in the ROPA Planning Justification Report ('ROPA PJR'), dated February 10, 2020, also prepared by Meridian Planning Consultants. The ROPA PJR also included an in-depth policy analysis of Provincial and Regional policies that apply to the MW2-S2 lands. In essence, the primary intent of the ROPA PJR was to justify the location of the MW2-S2 settlement area expansion in accordance with relevant Provincial, Regional and Town policy,



particularly as the policies relate to the location of growth and development.

As a result, this PJR is intended to build upon the ROPA PJR and review whether OPA 255 would conform to relevant Provincial and Regional policy and represent good planning, assuming that ROPA 34 will be approved in its present form.

On the basis of the above, this PJR has been divided into a number of sections as set out below:

Section 2.0 of the PJR provides a description of the land use concept and related land use designations in OPA 255, the work completed specifically in support of OPA 255 and how the recommendations made in the technical studies completed in support of ROPA 34 have been implemented. A review of the Region's comments on the land use concept that underpins the land use plan in OPA 255 is also included in this section as well.

Section 3.0 of the PJR provides an overview of the Provincial, Regional and local policies that apply to the consideration of OPA 255 with a description of how OPA 255 conforms or is consistent with these policies as the case may be.

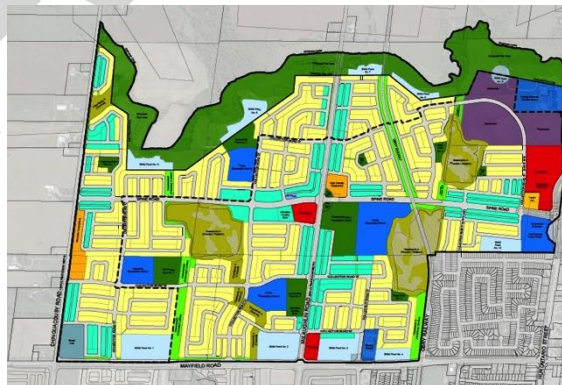
Section 5.0 of the PJR contains a planning opinion on whether OPA 255 is suitable for Council adoption at the appropriate time.

2.0 PROPOSED OPA 255

2.1 LAND USE PLAN FOR OPA 255 BASED ON CONCEPT PLAN

Over the last few years, the Concept Plan that now provides the basis for OPA 255 has evolved in response to the technical work completed and the comments that have been provided by agencies and staff. The latest version of the Concept Plan is dated June 1, 2020 ('June 2020 Concept Plan') and it provides the basis for the amendments that are to be made to Schedule D by OPA 255 (this is the land use schedule). A full size version of the June 2020 Concept Plan is attached to this PJR as **Appendix A** and a reduced-scale version is below:

June 2020 Concept Plan



The June 2020 Concept Plan details the location of all proposed roads, parks, schools, land uses and stormwater management facilities.

The June 2020 Concept Plan is based on a Comprehensive Development Plan for most of



Mayfield West that was endorsed by Council in 2016 ('2016 CDP'). The Framework Plan that provided the basis for the 2016 CDP also included most of the land in MW2-S2.

In this regard the June 2020 Concept Plan clearly shows how development in MW2-S2 will serve as an extension of already approved development in MW2-S1, in terms of road layout, block lengths and depths and to some extent street orientation.

2.2 PROPOSED LAND USE DESIGNATIONS

The June 2020 Concept Plan divides the MW2-S2 lands into nine land use designations. Of this number, three residential land use designations are proposed and they are: Low-Density Residential, Medium-Density Residential and High-Density Residential.

The Low-Density Residential designation applies to 44.36 hectares of land. Approximately 76.6% of the lands that are to be used for residential purposes in MW2-S2 (57.84 hectares) are within the Low-Density Residential designation. Detached, semi-detached and three storey townhouse units would be permitted in this designation.

There are a total of 1,420 units proposed within the Low-Density Residential designation, with a proposed density of 32 units per hectare. With an estimated 3.51 persons per unit, this means that there is an anticipated population of 4,983 people that

will be accommodated within this land use designation.

The Medium-Density Residential designation applies to 11.08 hectares of land within the MW2-S2 lands. This land use designation is generally applied along Chinguacousy Road, with some other blocks being planned just off of Mayfield Road, the Spine Road and along McLaughlin Road. The Medium-Density Residential designation applies to approximately 19.1% of the lands that are to be used for residential purposes in MW2-S2.

There are a total of 620 units being planned for Medium-Density Residential designation, with a proposed density of 56 units per hectare. With an estimated 2.97 persons per unit, this means that there is an anticipated population of 1,841 people to be accommodated within this land use designation.

Townhouse units are the only type of dwelling that is proposed in the Medium-Density Residential designation and a maximum height of 4 storeys is proposed for these units. A range of townhouse types, such as rear-lane townhouses, stacked townhouses and back-to-back townhouses are being proposed within the Medium-Density Residential designation.

The High-Density Residential designation applies to 2.40 hectares of land within the MW2-S2 lands. This land use designation applies along a section of Chinguacousy Road. Approximately 4% of the lands that are to be



used for residential purposes are in this land use designation.

There are a total of 320 units being planned for High-Density Residential designation, with a proposed density of 150 units per hectare. With an estimated 2.16 persons per unit, this means that there is an anticipated population of 778 people to be accommodated within this land use designation.

The June 2020 Concept Plan also identifies a block that is proposed to be designated Mixed Use. This block is located at the northeast corner of Mayfield Road and Chinguacousy Road. The Mixed Use designation is intended to provide for commercial and medium density housing uses that serve as a gateway for the community from Chinguacousy Road and Mayfield Road. This designation will complement the planned commercial development on the south of Mayfield Road.

The types of commercial uses that could be accommodated within the Mixed Use designation include a wide range of retail and service activities, including accommodation, apparel, automotive, clinic, convenience, department store, furniture, grocery, hardware, office, personal service, pharmacy, professional/office commercial services, restaurant and other similar uses. While no population has been assigned to this block, it will generate about 148 jobs.

There are two schools identified on the June 2020 Concept Plan and these are to be

designated Institutional by OPA 255. A new public elementary school is proposed on the MW2-S2 lands and it is located just north of the Spine Road on Collector Road 'D'. The second school site applies to the existing Brampton Christian School on Hurontario Street.

One community park and one neighbourhood park are also proposed they are to be designated Open Space Policy Area. The Neighbourhood Park is located on the western edge of the MW2-S2 lands close to Chinguacousy Road and north of the Spine Road. The proposed Community Park is located adjacent to the proposed Public Elementary School.

There are also a number of Greenway Corridors identified on the June 2020 Concept Plan. The Greenway Corridors are intended to connect key natural heritage features and areas in and adjacent to the MW2-S2 lands. The design of the Greenway Corridors will include restoration and/or enhancement, including the planting of trees and shrubs, to provide wildlife habitat; opportunities for stormwater management measures, where appropriate; and pathways or trails for walking, cycling and hiking.

The Environmental Policy Area designation is to be applied to a drainage channel in the northern extent of MW2-S2. This designation is intended to apply to woodlands, wetlands, watercourse corridors and associated environmental buffers.



Along the northern edge of developed portion of MW2-S2 is the Greenbelt Plan Area. While there is no development being proposed within the Greenbelt Plan Area, four stormwater management facilities are proposed within the Greenbelt Plan Area. These facilities will service both MW2-S1 and MW2-S2 and will allow for the more efficient use of land within the Designated Greenfield Area in both MW2-S1 and MW2-S2. The development of stormwater management facilities in the Greenbelt Plan area is supported by Section 4.2.1.1 b) of the Greenbelt Plan, which permits infrastructure if it provides for appropriate infrastructure connections among urban centres or between these centres and Ontario's borders. In this case, the proposed stormwater management facilities would provide for appropriate connections within Mayfield West, which would be an urban centre for the purposes of the above policy. New and expanding infrastructure is also permitted in prime agricultural areas in accordance with Section 4.2.1.2 f) and g).

An additional stormwater management facility is proposed in MW2-S2 along Mayfield Road, adjacent to the westerly boundary of the MW2-S1 lands.

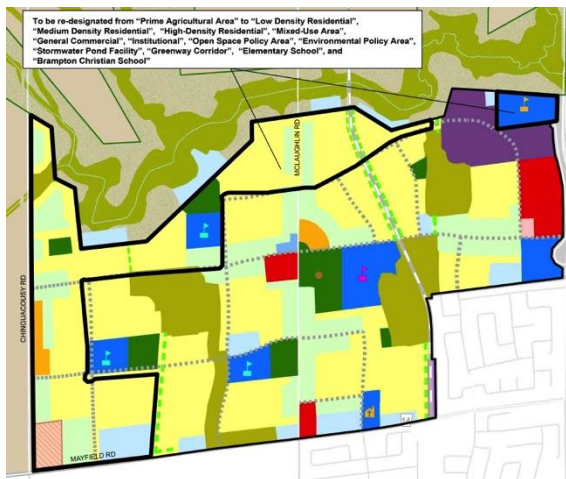
The northern portion of the northern property along Chinguacousy Road is within a revised Focused Analysis Area ('FAA') of the GTA West Corridor, which is currently in Stage 2 of the study process. The FAA is a zone surrounding

the shortlist of route alternatives for the new highway corridor that will extend from Highway 400 in the east across Caledon and to the south through northwest Brampton where it will connect to the Highway 401/407 ETR interchange area. It is noted that these lands would be prevented from proceeding to development until the completion of the GTA West Study.

As mentioned, the June 2020 Concept Plan provided the basis for the changes to be made to Schedule D of the Town of Caledon Official Plan ('Town OP'), with the most recent version of this schedule shown below:



OPA 255 - Schedule D



2.3 POPULATION AND EMPLOYMENT YIELD ON MW2-S2

The land use designations reviewed in Section 2.2 would provide for 8,151 people and jobs, with a density of 77.3 residents and jobs per hectare. This density exceeds the minimum required density of 50 persons and jobs per hectare that is established in the Growth Plan (2019) for Designated Greenfield Areas.

The lands subject to OPA 255 will accommodate 7,602 people and 549 jobs as per below:

Proposed Population

	Low Density	Medium Density	High Density	Total
Area (ha)	44.36	11.08	2.40	55.44
Proposed Density (uph)	32	56	150	
Total Number of Units	1,420	620	360	2,400
Persons per Unit	3.51	2.97	2.16	
Population	4,983	1,841	778	7,602

Proposed Jobs

	Number of Jobs
Mixed -Use	148
Brampton Christian School	60
Proposed Public Elementary School	55
Work-At-Home/No Fixed Place of Work	286
Total	549

2.4 THE COMPREHENSIVE DEVELOPMENT PLAN FOR MAYFIELD WEST HAS BEEN UPDATED

As mentioned in the ROPA PJR, the secondary plan study for the broader MW2 area (which includes MW2-S1 and most of MW2-S2) was initiated by Town Council in 2008. On May 5, 2009, through Report PD-2009-029, Council endorsed a set of principles for the MW2 secondary plan process and these included:

- 1. Achieve a net ecological gain;**
- 2. Adopt an integrated design process;**



- 3. Foster a local identity rooted in the spirit of the Town of Caledon;**
- 4. Establish the structure for a close knit small town that fosters self-sufficiency;**
- 5. Achieve a range and mix of housing;**
- 6. Promote walking, cycling and transit opportunities;**
- 7. Ensure community connectivity and integration at all scales; and,**
- 8. Support adaptive change**

In August 2010, through Report PD-2010-050, Council endorsed a preferred scenario for MW2 that identified the next phase of growth for Mayfield West and the land uses intended for the area.

In 2011, the Town retained NAK Design Strategies (NAK) to undertake a comprehensive study to prepare a community vision and design for MW2. This process led to the adoption of a Framework Plan that included lands in both MW2-S1 and MW2-S2. On September 3, 2013, through Report DP-2013-092, Council endorsed a Framework Plan and directed staff to use this plan to:

- 1. Prepare and submit an application to the Region of Peel to obtain a ROPA to expand the Mayfield West settlement area boundary; and,**
- 2. Commence the detailed design of MW2 as per Phase 3 of the Work Plan as outlined in the GTR (General Terms of Reference).**

In September 2015, the Region of Peel approved ROPA 29, which had the effect of expanding the Mayfield West Settlement Boundary (for MW2-S1 only). On November

10, 2015, through Report DP-2015-090, Council adopted OPA 222.

On March 8, 2016, through Report DP-2016-10, Council approved the MW2 CDP (while applying only to MW2-S1, it also described how development would occur on some of the MW2-S2 lands). It was noted in Report DP-2016-10, that the CDP:

Articulates a clear vision for the community that is consistent with the established key design tenets of being unique, innovative and successful. It further supports the design premise of OPA 222 as a complete community that is compact, pedestrian and cyclist-friendly and transit oriented.

The 2016 CDP was divided into a number of sections and these are briefly described below.

Chapter 1 of the CDP described the purpose of the CDP, the document structure and the role of the CDP in guiding the planning, design and implementation of development within MW2.

Chapter 2 of the CDP described the vision opportunities and guiding principles for the MW2 community. Each of the guiding principles that were included in Chapter 1 were reinforced by supporting principles related to the natural heritage system, transportation, parks and open space, transit-oriented development, streetscape, low impact development, sustainable development and neighbourhood structure.

The vision was also informed by a number of studies that were completed as part of the



planning process for the MW2 community. These studies included the:

- *Comprehensive Environmental Impact Study and Management Plan;*
- *Agricultural Impact Assessment;*
- *Water and Wastewater Servicing Study;*
- *Cultural Heritage Survey;*
- *Transportation Impact Study; and,*
- *Noise Impact Study.*

Chapter 3 of the CDP established the structuring elements that will serve as the building blocks to define the land uses, the street hierarchy and network and a framework for neighbourhoods in the MW2 community. The structural elements included:

- *Designated Greenbelt;*
- *Existing woodlands and wetlands;*
- *Existing major road network;*
- *Orangeville-Brampton Railway (ORBY);*
- *Proposed Spine Road / collector roads; and,*
- *Proposed neighbourhood areas.*

Chapter 4 of the CDP described the special character areas within the MW2 community with these areas serving as focal points that define the neighbourhoods. There were two special character areas that applied to the MW2-S2 lands and these included the Spine Road Character Avenue and the Mixed-Use Area at Mayfield Road and Chinguacousy Road.

With respect to the Spine Road Character Area, the 2016 CDP described this area as:

Serves a vital function between neighbourhoods, mixed-use nodes, open space amenities and community facilities. As the main internal transit corridor, it is essential in facilitating public transit, cycling, pedestrian and vehicular connections throughout the community.

In addition to the above, the 2016 CDP also established the type of development that is anticipated along the Spine Road.

Chapters 5 through 8 of the CDP described landscape, open space, streetscape, and sustainability and built form guidelines for each of the character areas and other significant design elements.

Chapter 9 described how the CDP would be executed through two principal mechanisms that include draft plan of subdivision approval and site plan approval.

In 2019, the Town retained NAK to prepare an update to the 2016 CDP to reflect a previous iteration of the June 2020 Concept Plan and include minor text edits where applicable. These minor changes were intended to ensure that MW2-S2 was included and essentially meant that all of the guidelines developed in the 2016 CDP as amended would apply to all of MW2-S2 as well.



2.5 FINANCIAL IMPACT STUDY PREPARED IN SUPPORT OF OPA 255

Watson and Associates Economists Ltd. (Watson) prepared the 'Mayfield West Phase 2 Secondary Plan Fiscal and Economic Impact Assessment re Region of Peel', dated January 20, 2014 (2014 FIS). The 2014 FIS assessed the development charge (DC) funding impact for Regional water, wastewater and roads for both the MW2-S1 and MW2-S2 lands.

A subsequent FIS was completed for the Town of Caledon, dated October 16, 2015 (2015 FIS), however this assessment focused primarily on the MW2-S1 lands.

In 2019, Watson prepared the 'Mayfield West Phase 2 Secondary Plan Fiscal Impact of Mayfield West Phase 2 – Stage 2 Lands re: The Town of Caledon', dated October 4, 2019 (2019 FIS). The 2019 FIS assesses the fiscal impact of the development of the MW2 lands (including both the MW2-S1 and MW2-S2 lands).

The 2019 FIS indicates that the capital costs for the development of the MW2 lands totals \$143.2 million. Of the total capital costs, 92% (\$132.4 million) are directly attributed to the development of the MW2 lands) and approximately 79% (\$104.7 million) are DC recoverable.

On the basis of the above, the 2019 FIS prepared a DC revenue and expenditure

comparison for the following municipal services:

- Roads;
- Parks;
- Recreation;
- Fire;
- Library; and,
- Development Related Studies.

A summary on each of these services is provided below.

With respect to **roads**, it was indicated that the DC recoverable cost share of the roads projects would total \$74.9 million. The non-DC recoverable cost share totals \$13.1 million. It is noted that the Town's 2019 DC Background Study did not identify timing for these projects, but assumed that they would occur over the 2019-2022 period consistent with the anticipated timing of MW2-S1 development.

The 2019 FIS indicates that 95% (\$71.2 million) of the DC recoverable costs would be financed through the front-ending agreements. The 2019 FIS also notes that it is anticipated that the Town's DC credit obligations related to the works would be repaid through the development of the MW2-S1 and MW2-S2 lands by 2029.

The DC recoverable expenditures related to roads, after deducting costs to be financed through front-ending agreements, totals \$3.7 million (\$74.9 million - \$71.2 million). It is noted in the 2019 FIS that these costs would



require interim funding from a non-DC source or from another DC reserve.

In addition to the above, the 2019 FIS states that the full build out of the MW2 lands would produce surplus DC revenues of \$2.2 million by 2031, and \$15.9 million including development beyond 2031.

Lastly, the 2019 FIS notes that of the \$13.1 million in non-DC recoverable capital costs to construct the roads, the landowners through financial impact mitigation measures will fund \$12.9 million under the November 10, 2015 agreement with the Town. The remaining \$0.2 million will be funded by property taxes.

With respect to **parks**, the DC-recoverable costs for parks totals \$4.6 million, and the non-DC recoverable costs total \$1.0 million.

The 2019 FIS indicates that 91% (\$4.2 million) of the DC recoverable costs will be financed through front-ending agreements and it is anticipated that the Town's DC credit obligations related to these works will be repaid throughout the build out of the MW2-S1 and MW2-S2 lands.

The 2019 FIS further indicates that after deducting costs to be financed through front-ending agreements, approximately \$0.4 million (\$4.6 million - \$4.2 million) will be recovered through future DC revenues. This means that the development of the MW2 lands will produce surplus revenues of \$3.7 million by 2031 and \$4.1 million including development

beyond 2031. This will assist in funding the amount of DC capital program and broader system-wide requirements.

Lastly, the 2019 FIS states that the \$1.0 million in non-DC recoverable shares (e.g. benefit to existing development and statutory 10% deductions) will require property tax funding.

The 2019 FIS also includes an analysis on **recreation services**. It is noted that the DC recoverable costs for recreation services totals \$17.7 million, whereas non-DC recoverable costs total \$12.3 million).

The November 10, 2015 agreement between the Town and the landowners provides for securities of up to \$10 million to be drawn on for the funding of the Recreation Facility that is planned for the MW2-S1 lands.

The 2019 FIS indicates that of the DC eligible expenditures, the development of MW2 will produce DC revenues of \$37.0 million by 2031 and \$39 million by full build out, which equates to surplus revenues of \$19.3 million and \$21.3 million, respectively.

In addition to the above, the 2019 FIS notes that the \$12.3 million non-DC recoverable costs for the Recreation Facility also include \$4.5 million in growth related costs that have been deducted as a post period benefit. It is further stated that:

These costs have been included in the funding requirement of property taxes within this analysis,



however to extend these costs are brought into future DC by-laws the anticipated surpluses would be sufficient to fund these costs and the Tax funding requirement would be \$4.8 million.

With respect to **library services**, the 2019 FIS indicates that the DC recoverable costs total \$3.5 million and the non-DC recoverable costs total \$0.4 million.

The 2019 FIS also anticipates that:

In comparison to the D.C. recoverable expenditures, development of the MW2 – Stage 2 lands will produce capital funding shortfalls between 2023-2026 of \$0.6- \$1.0 million. These deficits resulting from the timing of capital needs relative to the development timing total less than \$0.2 million. The cumulative reserve fund balance by the end of the development period is projected to be in a surplus position.

In terms of the non-DC recoverable cost shares of \$0.4 million, this would be funded from property taxes.

The 2019 FIS also notes that the Town's 2019 DC Background Study assessed library needs over a 10-year period. It is anticipated that if library needs are required for MW2 beyond this period that the library services could be funded from the anticipated DC revenue surplus of \$0.5 million.

The 2019 FIS also reviewed **fire services** and found that the DC recoverable costs total \$2.1 million and non-DC recoverable costs total \$0.2 million.

The 2019 FIS notes that the development of MW2 will produce capital funding shortfalls between 2023-2026 in the approximate amount of \$0.2-0.8 million, but that over the remaining build out of the MW2 lands the DC reserve fund balance will remain in a positive position, peaking at \$4.2 million by 2031.

In terms of the non-DC recoverable share of costs identified above (\$0.2 million), this would be a property tax funding requirement.

With respect to **development related studies** for MW2, the total cost is \$2.5 million, where \$1.8 million are DC recoverable and \$0.7 million are non-DC recoverable.

The 2019 FIS anticipates that the landowners would finance the growth share of the study costs, and DC credits would be provided to be offset by the development of the MW2 lands.

The 2019 FIS projects reserve funds of \$2.3 million by the end of the forecast period that can contribute towards funding the Town-wide DC eligible studies.

The 2019 FIS also indicates that:

Of the \$0.7 million of non-D.C. funding requirements (i.e. taxes), \$367,500 has been identified as growth-related costs, which could potentially be recovered from growth in future D.C. by-laws. For the purpose of this analysis this post-period benefit share has been included within the tax based funding requirements, however, should those costs be included in a future D.C. by-law, the tax based funding impact would be lessened.



In a development charges summary section, the 2019 FIS provides the following conclusions:

- *Overall, the development charge capital funding forecast provides surpluses over the entire forecast period (\$10.0 million to \$39.7 million) indicating that overall the Town's average cost D.C. is sufficient to address the more direct needs of MW2 with contributions towards broader system wide D.C. projects. However, over the forecast there are anticipated reserve fund deficits anticipated within the Roads reserve fund of up to \$3.7 million. This would require that temporary surpluses in one reserve fund can be redeployed to other reserve funds at no interest cost and without jeopardizing the funding of any of the capital programs involved. This assumption is of considerable concern to Town staff, as indicated in Section 3.2.*
- *There would potentially be additional demands on the D.C. surpluses, beyond the broader Town-wide needs, due to the post period benefit cost share identified (i.e. \$4.8 million). Moreover, the needs that have been identified may not be exhaustive as the D.C. forecast for Parks, Recreation and Library, were assessed over the 10-year forecast period to 2028. The needs associated with the build out of MW2 may place further demands on the projected D.C. reserve fund surpluses.*

The 2019 FIS also includes an analysis of the Town of Caledon property tax impacts. The conclusions of this review are described below. The 2019 FIS shows that the operating fund impacts for MW2 will produce an annual

deficit each year between 2019-2031 (with the exception of a \$0.2 million surplus in 2022), in the \$0.04-3.2 million/year range. By 2031, it is anticipated that the operating fund deficit related to the MW2 development will be \$16.3 million, improving to \$15.7 million deficit once all of MW2 is developed.

It is further noted in the 2019 FIS that:

On the basis of this full lifecycle cost assessment, it was determined that at the Town's current (2019) tax rates, the build out of MW2 would not sufficiently address these full lifecycle costs. While tax revenues generated at 2019 tax rates would sufficiently fund the annual program/service cost demands and maintenance of incremental infrastructure, current rates would be deficient in fund the long-term lifecycle capital obligations of the incremental assets. In this regard, the build out of MW2 would fund approximately 82% of this long-term obligation (i.e. \$69.7 million out of total cumulative annual lifecycle costs of \$85.5 million).

The Town's Finance Department reviewed the 2019 FIS prepared for the MW2-S2 lands and accepts the conclusions provided in the report.

2.6 ROPA 34 TECHNICAL STUDY CONSIDERATIONS

A number of technical studies were prepared to support the MW2-S1 secondary plan and these were updated during the ROPA 34 planning process. In this regard, the ROPA PJR included a detailed review of the following technical studies:



- ***Agricultural Impact Assessment;***
- ***Water and Wastewater Servicing Study;***
- ***Cultural Heritage Survey;***
- ***Transportation Impact Study;***
- ***Noise Impact Assessment;***
- ***Financial Impact Assessment;***
- ***Comprehensive Environmental Impact Study and Management Plan.***

While all of the technical studies completed had an impact on the development of the June 2020 Concept Plan and the updates to Schedule D of the Town's OP (to show the land use designations on the MW2-S2 lands), there were a few items in a few of the technical studies that required consideration in the preparation of the policies in OPA 255. In this regard, the studies listed below are reviewed in this section of the PJR:

- ***Agricultural Impact Assessment;***
- ***Cultural Heritage Survey; and,***
- ***Noise Impact Assessment.***

In all three studies listed above, the recommendations made in each can be implemented through the implementation of policies that already exist in the Town's OP, and since OPA 255 has the effect of applying these policies to the MW2-S2 lands, the relevant recommendations of the studies above will be implemented.

2.6.1 Agricultural Impact Assessment

Colville Consulting initially prepared an Agricultural Impact Assessment (AIA) to

support the secondary plan for the MW2-S1 lands. This AIA was undertaken in two parts that were completed in 2010 and 2013, respectively.

In 2017, Colville Consulting was retained by the Town to complete an AIA for the MW2-S2 lands. Following a number of iterations that were shaped by comments from the Region and the Town, Colville Consulting released the final AIA, dated March 26, 2018 (2018 AIA), for the MW2-S2 lands.

A number of recommendations were made in the 2018 AIA that do not require implementation in the Town's OP. For example, the recommendation that encourages farmers to modify their farm practices is not something that can be achieved by including policies in the Official Plan. However, in addition to the recommendations discussed previously with respect to the MDS setback, it was recommended that accesses to Chinguacousy Road be minimized to reduce the potential for conflict with farm vehicles. This has been accomplished somewhat by restricting the number of accesses to five along the western edge of the MW2-S2 lands.

2.6.2 Cultural Heritage Survey

In 2008, ASI, in collaboration with Envision, completed a Cultural Heritage Landscapes Assessment and Built Heritage Resources (2008 Cultural Heritage Survey) for the study area that included both the MW2-S1 and MW2-S2 lands.



The 2008 Cultural Heritage Study recommended that a number of properties be included on the Town's Heritage Register and that a number of properties be designated under Section 29, Part IV of the Ontario Heritage Act. On August 10, 2010, through Report 2010-050, Council adopted all of the recommendations from the 2008 Cultural Heritage Survey.

In 2017, the Town retained ASI to assess any changes that may have transpired since 2008 to the cultural heritage resources on the MW2-S2 lands only. This assessment (2017 Cultural Heritage Survey) included the following 5 cultural heritage resources:

- **12259 Chinguacousy Road;**
- **12529 Chinguacousy Road;**
- **12461 McLaughlin Road;**
- **12502 McLaughlin Road; and,**
- **Former Credit Valley Railway.**

Below are the relevant recommendations made in the 2017 Cultural Heritage Survey that have an impact on Official Plan policy:

- 1. The 2008 Scheinman Report [2008 Cultural Heritage Survey] recommends the designation of the property at 12259 Chinguacousy Road (CHR 1). The Town of Caledon should pursue designation to ensure the long-term survival of the property's cultural heritage resources;**

The property located at 12259 Chinguacousy Road is identified on the Town of Caledon Heritage Registered as a non-designated

property listed under Section 27 (1.2) of the Heritage Act.

- 2. Heritage Impact Statements should be prepared to determine if the proposed development will have any impacts on the property's heritage resources;**

Section 7.14.12.3.1 of the Town's OP already includes policies that require the preparation of a Cultural Heritage Impact Statement for all of the properties listed in the Town's Heritage Register as non-designated properties under the Ontario Heritage Act, in association with any proposed development or major site or building alteration. As a result, this recommendation has been satisfied.

- 3. If a future application is made to incorporate the farmhouses at 12259 Chinguacousy Road or 12461 McLaughlin Road within a residential development, the farmhouses and significant landscape features should be conserved and a Conservation Plan should be prepared as a condition of approval of the planning application;**

Similar to the property located at 12259 Chinguacousy Road, 12461 Chinguacousy Road is also identified on the Town of Caledon Heritage Registered as a non-designated property listed under Section 27 (1.2) of the Heritage Act.

Section 7.14.12.1.2 of the Town's OP already indicates that the conservation of cultural heritage resources shall be undertaken in accordance with Section 3.3 of the Town's OP



and this section will also apply to MW2-S2 by way of OPA 255. In this regard, Section 3.3.3.1.4 of the Town's OP requires the preparation of cultural heritage surveys for all development or redevelopment proposals, when appropriate, which includes recommendations for the conservation of cultural heritage resources.

- 4. All significant heritage trees/vegetation identified within the 2008 Scheinman Report [2008 Cultural Heritage Survey] should be incorporated into the MW2 Stage 2 Secondary Plan where possible;***

Section 7.14.12.2.3.2 of the Town's OP already includes a policy that addresses the preservation of the significant tree hedgerow identified in the 2008 Cultural Heritage Survey.

2.6.3 Noise Impact Assessment

Jade Acoustics Inc. was initially retained by the Town to prepare an Environmental Noise and Vibration Impact Study (ENVIA) for the MW2-S1 secondary plan. The ENVIA was completed in two parts in 2008 and 2010, respectively.

In June 2017, Jade Acoustics prepared an addendum to the 2010 ENVIA (2017 ENVIA) that assessed the MW2-S2 lands. Below are the recommendations that were provided in the 2017 ENVIA.

- 1. All residential dwellings will require warning clauses, implemented in the appropriate agreements, advising the homeowners of the noise situation and the existence of commercial, industrial developments and***

agricultural uses in the vicinity of the proposed development, which at times may be audible.

- 2. Noise and vibration reports should be prepared for each use to determine the specific measures that will be needed to meet the applicable guidelines.***

Section 7.17.7 of the Town's OP already contains policies that address noise and vibration for the MW2-S1 secondary plan that will also apply to the MW2-S2 lands by way of OPA 255.

2.7 HEALTHY DEVELOPMENT ASSESSMENT ('HDA') COMMENTS MADE BY PEEL REGION HAVE BEEN CONSIDERED

As part of the ROPA 34 process, the Region conducted a HDA of a previous iteration of the June 2020 Concept Plan for the MW2-S2 lands. Through letters dated July 18, 2019 and October 8, 2019, the Region identified a number of items that should be considered as it related to the Concept Plan.

The Region's comments with respect to the design and layout of the Concept Plan along with our responses is below:

Identify the final recommended Natural Heritage System areas and buffers to be protected - the final NHS has been identified in the Concept Plan and will be incorporated on



Schedule D and other relevant schedules as required.

Identify the final refined recommended Stormwater Management Facilities - these have also been identified on the June 2020 Concept Plan and it is expected that further refinements will occur through the Plan of Subdivision phase of the approval process.

Identify setbacks and potential mitigation measures to minimize impacts to Agricultural System, as identified in the Agricultural Impact Assessment - There is one active farm located on the west side of Chinguacousy Road that is municipally known as 12472 Chinguacousy Road. This property has an MDS arc that bisects approximately 2.8 hectares of the MW2-S2 lands. OPA 255 amends Figure 20 of the Town's OP to identify the lands in MW2-S2 that are impacted by the MDS arc for 12472 Chinguacousy Road. In addition, Section 7.14.20.1 is to be amended by OPA 255 such that it applies to lands that are within the Provincial Minimum Distance Separation arc for 12472 Chinguacousy Road, which includes prohibiting development within the MDS area until such time that livestock and manure facilities have been removed or altered such that they are no longer capable of housing livestock or storing manure.

Provision of a broad mix and range of housing types for a range of income levels - the proposed housing mix anticipated by the June 2020 Concept Plan will achieve a minimum

density that exceeds Growth Plan and ROP requirements.

Identify the location of Affordable Housing in accordance with the results of the affordable housing assessment - A financial agreement, dated November 2015, between the Town and the landowners requires the landowners to provide land for affordable housing. For both MW2-S1 and MW2-S2, the landowners are required to provide approximately 2.5 hectares to the Region and 0.4 hectares shall also be provided to Habitat for Humanity. In response to this requirement, two blocks have been identified for affordable housing in MW2-S1 and one block identified for affordable housing in MW2-S2. Section 7.14.11 of the Town's OP is proposed to be amended by OPA 255 to implement the above proposal.

Address the recommendations of the Region's Healthy Development Assessment including but not limited to: Increase pedestrian connectivity must be considered. An increase in street connectivity as achieved through smaller residential block sizes and more frequent intersections does not necessarily reduce the efficient use of land. By incorporating a mix of housing forms, that include low and medium density residential options, a similar population yield can be achieved through a connected, permeable street network as through a less connected street design. Street connectivity is consistently shown in health literature as strongly associated with the overall walkability of a community. Based on the



health literature, the HAD sets a standard of 75 intersections per square kilometre and an average street block length of 80 m by 180 - in response a few minor changes have been made to the Concept Plan from August 2019 in the version of the Concept Plan dated June 1, 2020. - In this regard, the June 2020 Concept Plan dated does provide for considerable connectivity and an improvement in this regard has been made by connecting a few local streets north of the Spine Road and west of the Greenway Corridor. In addition, an affordable housing block is proposed on Chinguacousy Road and the commercial block at the intersection of Chinguacousy Road and Mayfield Road is now proposed to be a mixed-use block instead. In addition, high-density uses are now proposed on Chinguacousy Road where medium density uses were proposed previously. These changes along with the other refinements being made will support an appropriate range and mix of housing options.

The proposal for window streets along the western side of McLaughlin Road may create a less active street frontage with few direct building entrances onto McLaughlin Road and a wide vehicular right-of-way. Laneway-based townhouses should be considered as it could facilitate a consistent, attractive, pedestrian-oriented streetscape along McLaughlin Road, strengthening its role as a central north-south active transportation corridor with bike lanes and wide sidewalks, and without the need for window streets - in response it is acknowledged that the remainder of McLaughlin Road in MW2-S1 and MW2-S2 is

proposed to be the site of laneway-based townhouses and this is appropriate. However, it is not necessary for the entire frontage to be developed in the same manner and some variety is also appropriate. In addition, the northern extent of the MW2-S2 lands is the Greenbelt Plan boundary beyond which urban development is not anticipated.

There is an opportunity to reorient several streets immediately adjacent to Chinguacousy Road along a north-south axis and integrate laneway-based housing and midrise buildings along Chinguacousy Road as achieved along McLaughlin Road in the Stage 1 Concept Plan - in response the proposed system of collector roads is based on a grid and already provides for considerable connectivity. Whether the local roads are north south or east west does not make much of a difference in this regard; however, it is recommended that some walkway connections be made through the consideration of Plan of Subdivision applications. In addition, east-west orientations are preferred from a solar-ready design perspective. In addition, high density is now proposed along Chinguacousy Road to enhance the potential for creating a walkable environment.

An east-west and north-south street orientation frames McLaughlin and the Spine Roads within the Stage 1 lands, achieving a pedestrian-oriented streetscape along both streets that leads to a central, walkable community node. Similarly, there is also an opportunity for a central square and



pedestrian area within the western portion of the Stage II lands, similar to the proposed central square and pedestrian area at McLaughlin Road and the Spine Road within the Stage 1 lands. This would create a walkable, community node for residents to gather and mingle, promoting social interaction and encouraging active modes of transportation - in response, when looking at MW2-S1 and MW2-S2 as a unified development, the most appropriate location for a central square is where it is proposed in MW2-S1. Given the already agreed to layout in MW2-S1 and the limited remaining frontage on both sides of the Spine Road in MW2-S2, the creation of a second central area is not feasible, nor necessary. It is further noted that the potential exists to create an additional node on the west side of Chinguacousy Road when these lands are added into the urban area, with this node mirroring the high density development on the east side in MW2-S2.

It is acknowledged that further consideration of some of the comments made can occur through the Plan of Subdivision approval process.

3.0 POLICY FRAMEWORK OVERVIEW

The purpose of this section of the PJR is to provide an overview of the Provincial, Regional and local policies that were considered in preparing OPA 255.

The policy review in this section of the PJR assumes that ROPA 34 has been approved and that the MW2-S2 lands are now within the Mayfield West settlement boundary.

Below is a review of the Provincial Policy Statement ('PPS'), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe ('Growth Plan'), the Region of Peel Official Plan ('ROP') and the Town of Caledon Official Plan ('Town's OP'). Included within this section is a brief discussion on how OPA 255 is consistent with or conforms to relevant policies.

3.1 PROVINCIAL POLICY STATEMENT

The PPS was issued under Section 3 of the Planning Act and the current iteration came into effect May 1, 2020. As a key framework for Ontario's policy-led planning system, the PPS provides direction on matters of provincial interest related to land use planning and development.

It is noted that some of the policies that are reviewed within this section of the PJR were also reviewed as part of the ROPA PJR. On this



basis, only the policies that relate to OPA 255 have been reviewed below.

Section 1 of the PPS includes policies that address building strong and healthy communities. Section 1.1.3 of the PPS Section 1.1.3.2 reads as follows:

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

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

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

OPA 255 will support the efficient use of land, given the minimum density of 77.3 residents and jobs per hectare that is being proposed.

The planned density will also support active transportation and will be transit-supportive, both of which were reviewed in detail in the Transportation Impact Study, as discussed in the ROPA PJR.

OPA 255 will also provide for the development of a range of uses that will complement the already approved development planned for on the MW2-S1 lands.

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

The MW2-S2 lands are located adjacent to the MW2-S1 settlement area boundary, have been for the most part planned for development since 2006 and will support compact development. As a result, OPA 255 will be consistent with this section of the PPS.

Section 1.4 of the PPS establishes a number of policies that apply to housing. These are reviewed below.

Section 1.4.3 of the PPS reads as follows:

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



- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.**
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.**

OPA 255 will provide for a range of housing types in a manner that is consistent with the PPS. In this regard, single-detached, semi-detached and townhouses are being proposed in the Low-Density Residential designation, while other forms of townhouses are being proposed in the Medium-Density Residential designation and townhouses and apartments being proposed in the High-Density Residential designation.

The proposed density will also support active transportation and will be transit-supportive, as concluded in the Transportation Impact Study and discussed in detail in the ROPA PJR.

Section 1.5 of the PPS addresses public spaces, recreation, parks, trails and open space. Section 1.5.1 reads as follows:

1.5.1 Healthy, active communities should be promoted by:

- a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;**

- b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;**

The Transportation Impact Study indicated that the Spine Road (which was approved as part of the MW2-S1 secondary plan) is planned to accommodate transit service and connect with the proposed transit hub. The Spine Road will also serve as the main pedestrian and cycling corridor, linking the village centre in the MW2-S1 secondary plan to public facilities and recreational destinations by way of an interconnected system of on and off street cycling and pedestrian routes.

OPA 255 will also provide for the completion of Mayfield West in this area and allow for enhancements to this system by providing for the development of two parks and a number of greenway corridors that are connected by a network of trails as well.

Section 1.6 of the PPS includes policies that address infrastructure and public service facilities. Section 1.6.1 reads as follows:

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

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



- a) Financially viable over their life cycle, which may be demonstrated through asset management planning; and***
- b) Available to meet current and projected needs.***

Planned municipal sewage and water services will be extended from the MW2-S1 lands to the MW2-S2 lands in an economical manner in accordance with the work completed to date. No issues have been identified in the technical studies with respect to the provision of these services.

Section 1.6.6.7 of the PPS addresses stormwater specifically and reads as follows:

1.6.6.7 Planning for stormwater management shall:

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

It is anticipated that the above policy will be implemented through the completion of a community-wide Development and Staging Sequencing Plan (DSSP) as already required by Sections 7.14.4.3 and 7.14.4.4 of the existing Town OP, which will also apply to the MW2-S2 lands by way of OPA 255.

Section 1.6.7 of the PPS includes a number of policies that address transportation systems and these are reviewed below.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

The Transportation Impact Study concluded that the planned road network should be able to accommodate the expected population and jobs resulting from the application of the minimum density target of 80 residents and jobs combined per hectare on the MW2-S2 lands. It is noted that the 2019 Growth Plan and the ROP includes a lower minimum density target of 50 residents and jobs per hectare, however the findings within the Transportation Impact Study continue to be relevant and support the proposed density of 77.3 people and jobs per hectare.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed density of 77.3 residents and jobs combined per hectare would support the



development of an efficient transportation system in MW2-S2 that is integrated with MW2-S1. An active transportation plan along with a public transit plan was also detailed in the Transportation Impact Study.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

With respect to the GTA West Corridor, the Province established a Focussed Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. An updated 2019 FAA is now available on the GTA West Study website that applies to a more focused area than the initial FAA. The GTA West Corridor could directly impact properties that are located within the FAA. A small portion of the northern property on the MW2-S2 lands fronting on Chinguacousy Road is within the FAA, and these lands will be precluded from development until appropriate.

On the basis of the above, Schedule E of OPA 255 identifies the lands impacted by the FAA and Section 7.14.19 of the Town's OP already contains policies that apply to the GTA West

Transportation Corridor Planning
Environmental Assessment.

An area adjacent to the corridor has also been identified and it has been indicated by the Province that there is a reduced interest in properties located within the green area. In this regard, applications can proceed through municipal development processes. The Province will continue to review all development applications in the study area, but it is anticipated that the GTA West Corridor will not impact applications in green areas. The remainder of the MW2-S2 lands are within this green area.

Section 2 of the PPS addresses the wise use and management of resources in Ontario. Section 2.1 of the PPS addresses natural heritage matters and the relevant policies have been identified below.

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

A comprehensive natural heritage features inventory has been prepared in support of both OPA 222 and OPA 255. In addition, the delineation of meander belt widths and geotechnically stable top of slope has been completed for Etobicoke Creek and significant headwater features. The identified features and their corresponding buffers have been approved by the TRCA. Consideration of species at risk is also on going with the Ministry of Natural Resources and Forestry ('MNR').



The identification and evaluation of natural heritage components has led to the identification of the comprehensive natural heritage system. The Comprehensive Environmental Impact Statement and Management Plan ('CEISMP') provides final details on the enhancements to the natural heritage system ('NHS') that are included within buffers, Category A and B terrestrial and aquatic corridors, and within the Greenbelt. The confirmation of natural heritage constraints to development and the associated buffers and linkages between features where development will not occur, ensures the long-term viability of the NHS adjacent to MW2-S2.

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

The CEISMP has identified an NHS that incorporates and preserves all existing natural heritage features located within and adjacent to MW2-S2. In addition, corridors are proposed which will link natural heritage features located within the MW2-S2 lands to the Etobicoke Creek Valley in the Greenbelt Plan area.

The CEISMP has added large areas of wildlife habitat through restoration efforts and establishment of Greenway Corridors on agricultural lands where these features presently do not exist therefore resulting in a

net gain in vegetative cover and associated habitat. Through restored buffers and created/enhanced greenway corridors the CEISMP will achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the NHS located within the expansion area and to the broader scale regional ecosystem. Proposed stormwater management facilities to be located along the Etobicoke Creek/Greenbelt corridor will consider the maintenance of water budget targets to ensure no impacts to PSW and fish habitat. Erosion thresholds to guide stormwater management plan design are quantified in the CEISMP to mitigate exacerbated rates of erosion.

Section 2.6 of the PPS addresses cultural heritage and archaeology matters. Section 2.6.1 reads as follows:

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

A detailed Cultural Heritage Resource Assessment Review has been carried out and was discussed in detail in the ROPA PJR. As noted in Section 7.14.12.1.2 of the Town OP, the conservation of cultural heritage resources in MW2-S1 and MW2-S2 shall be undertaken in accordance with Section 3.3 of the Town's OP and the other cultural heritage policies that apply.



3.2 GROWTH PLAN

The 2019 Growth Plan came into effect on May 16, 2019. The Growth Plan is intended to provide a framework to plan for growth and development in a way that support economic prosperity, protects the environment and helps communities achieve a high quality of life.

It is noted that the ROPA PJR included a discussion on many of the Growth Plan policies that apply and as a result, only policies that are specific to Designated Greenfield Areas are reviewed below.

Section 2.2.7.1 speaks to new development in the Designated Greenfield Areas and it reads as follows:

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

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

OPA 255 will have the affect of adding additional land to the Mayfield West settlement and will as a result support the establishment of a complete community, since it would facilitate the development of the necessary road and trail connections between McLaughlin Road and Chinguacousy Road and rectify a previous planning decision that led to

the establishment of an arbitrary settlement area boundary that was simply based on a mathematical exercise.

OPA 255 is also planned to accommodate additional population growth in Mayfield West that is compact and transit supportive and will provide opportunities to plan and design a complete community with ‘hard’ boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services.

Section 2.2.7.2 a) of the Growth Plan establishes the minimum density target for the Designated Greenfield Area for a number of upper- and single-tier municipalities, including the Region of Peel. In this regard, Section 2.2.7.2 a) reads as follows:

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

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

OPA 255 establishes a minimum density target of 77.3 residents and jobs per hectare, which will exceed the requirements of the Growth Plan, the ROP and the Town’s OP.



The minimum density target for MW2-S2 has been determined in accordance with the requirements of Section 2.2.7.3 of the Growth Plan.

Section 2.2.6 of the Growth Plan includes policies on housing, and Section 2.2.6.5 specifically applies to Designated Greenfield Areas that have been brought into a settlement area boundary through an expansion. Section 2.2.6.5 reads as follows:

When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.

Section 2.2.6.1 applies to upper- and single-tier municipalities and was reviewed in the ROPA PJR. Section 2.2.6.2 of the Growth Plan requires that all municipalities (including Caledon) plan to support the achievement of complete communities and it reads as follows:

Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) Planning to accommodate forecasted growth to the horizon of this Plan;***
- b) Planning to achieve the minimum intensification and density targets in this Plan;***
- c) Considering the range and mix of housing options and densities of the existing housing stock; and***
- d) Planning to diversify their overall housing stock across the municipality.***

OPA 255 will accommodate the forecasted growth as required by subsection a) above. The minimum density required by the Growth Plan will also be exceeded on the MW2-S2 lands.

In addition to the above, the housing mix established on the MW2-S2 lands will increase the diversification of the housing stock within the Town.

3.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan ('ROP') was adopted by Council on July 11, 1996 and approved, with modifications, by the Minister of Municipal Affairs and Housing ('MMAH') on October 22, 1996. Over the years, a number of Amendments have been made to the ROP to ensure conformity to the PPS and Provincial Plans. This section of the PJR provides a review of the ROP policies that are applicable to the consideration of OPA 255.

As noted previously, the policy review sections within this PJR have been prepared on the basis that ROPA 34 has been approved and is in effect. On this basis, it is assumed that the MW2-S2 lands are within the Mayfield West Rural Service Centre boundary.

Schedule D to the ROP establishes the regional structure. The MW2-S2 lands are identified as being within the Mayfield West Rural Service Centre.



Section 5.4.2.1 of the ROP establishes the rural system, which includes the Rural Service Centre of Mayfield West.

Section 5.4.3 of the ROP establishes policies that apply to the Rural Service Centres. Section 5.4.3.1 includes a number of objectives for the Rural Service Centres and Section 5.4.3.1.1 applies to Mayfield West. This section reads as follows:

5.4.3.1.3 To foster a distinct character and village atmosphere for Mayfield West.

Consideration has been given to the planning of the MW2-S2 lands to ensure that there is a seamless transition with the MW2-S1 lands that were approved through ROPA 29 and OPA 222.

Section 5.4.3.2.8.1 applies to the GTA West Preliminary Route Planning Study Area and it reads as follows:

5.4.3.2.8.1 GTA West Preliminary Route Planning Study Area:

Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area.***
- b) Ensure that development applications for lands within the Study Area will not***

predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.

The above-mentioned policy means that the GTA West Preliminary Route Planning Study Area needs to be shown on one of the schedules to the Official Plan. Section 7.14.19 of the Town's OP already contains policies that apply to the GTA West Transportation Corridor Planning Environmental Assessment.

Section 5.4.3.2.8.2 of the ROP establishes policies for the Provincial Minimum Distance Separation ('MDS') Calculated Setback and it reads as follows:

5.4.3.2.8.2 Provincial Minimum Distance Separation Calculated Setback: Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) Identify through mapping any Provincial Minimum Distance Separation (MDS) / calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area.***
- b) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback***



Area, development can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.

- c) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.**

There is one active farm located on the west side of Chinguacousy Road that is municipally known as 12472 Chinguacousy Road. This property has an MDS arc that bisects approximately 2.8 hectares of the MW2-S2 lands. In addition, Section 7.14.20.1 is to be amended by OPA 255 such that it applies to lands that are within the Provincial Minimum Distance Separation arc for 12472 Chinguacousy Road, which includes prohibiting development within the MDS area until such time that livestock and manure facilities have been removed or altered such that they are no longer capable of housing livestock or storing manure.

Schedule D4 to the ROP establishes the growth plan policy areas in the Region. On this schedule, the MW2-S2 lands as being within the Designated Greenfield Area.

Section 5.5 of the ROP includes policies on growth management. In this regard, Section 5.5.4 includes policies that apply to the lands that are within the Designated Greenfield Area. As described above, the MW2-S2 lands are within the Designated Greenfield Area. Below is a review of the ROP policies that apply.

Section 5.5.4.2.1 establishes the minimum Greenfield density target for the Region as follows:

It is the policy of Regional Council to:

5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.

The minimum Greenfield density target of 50 people and jobs per hectare is the target for the entire Region.

Section 5.5.4.2.2 establishes Greenfield density target for each of the local municipalities.

It is the policy of Regional Council to:

5.5.4.2.2 Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:

City of Mississauga: 77 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4;

Should additional designated greenfield areas be added to Mississauga, the combined density for all designated greenfield areas in Mississauga shall be revised; City of Brampton: 51 residents and jobs combined per hectare; and Town of Caledon: 42 residents and jobs combined per hectare.



On the basis of the above, the minimum Greenfield density target for the Town of Caledon is 42 residents and jobs per hectare. As mentioned previously, development on the MW2-S2 lands will achieve a minimum Greenfield density target of 77.3 residents and jobs per hectare, which exceeds both the minimum density target for the Region as well as for the Town of Caledon.

In addition to the above, Section 5.8.2 of the ROP establishes policies that apply to housing. Section 5.8.2.10 reads as follows:

5.8.2.10 Encourage the area municipalities to establish minimum new housing unit targets that are affordable in secondary plans where appropriate, to ensure a diverse mix of housing type and tenure.

A financial agreement, dated November 2015, between the Town and the landowners requires the landowners to provide land for affordable housing. For both MW2-S1 and MW2-S2, the landowners are required to provide approximately 2.5 hectares to the Region and 0.4 hectares shall also be provided to Habitat for Humanity. In response to this requirement, two blocks have been identified for affordable housing in MW2-S1 and one block identified for affordable housing in MW2-S2. Section 7.14.11 of the Town's OP is proposed to be amended by OPA 255 to implement the above proposal.

Section 5.9.5.2.11 below deals with transit:

5.9.5.2.11 Encourage the area municipalities, in cooperation with the Region and having regard for the Provincial Guidelines for Transit Supportive Land Uses, to plan for intra-regional transit connections, to integrate transit plans into secondary plans and, when planning for designated greenfield areas, to plan for compact, transit-supportive urban development.

Section 7.14.15 of the Town's OP already includes extensive policies that apply to transportation and which also require transportation infrastructure to be developed as multi-modal transportation corridors that are designed to safely, conveniently and efficiently accommodate a range of transportation modes. These policies will also apply to MW2-S2 by way of OPA 255.

3.4 TOWN OF CALEDON OFFICIAL PLAN

The Town's OP was approved by the Ontario Municipal Board (OMB) in October 2013. The Town is currently undertaking a review of its Official Plan. In order to provide for development on the MW2-S2 lands, a number of schedules and appendices need to be amended, key of which is an amendment to Schedule D to incorporate the land use designations for MW2-S2 discussed in Section 2.0 of this PJR.

Given that OPA 255 is an amendment to the Town OP, a review of a number of relevant policies has been carried out to determine the appropriateness of OPA 255.



Section 3 of the Town's OP includes general policies for land uses within the Town. Section 3.1 of the Town's OP includes policies that address sustainability. Section 3.1.3.7 includes policies on sustainable development patterns and community design. The beginning of Section 3.1.3.7.1 reads as follows:

Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8. The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations:

In consideration of this policy, a Community Design Plan ('CDP') was prepared for MW2-S1 and was approved by Town Council. To support development on the MW2-S2 lands, an updated CDP has been prepared and it is anticipated that it will also be approved by Town Council in advance of or at the same time as OPA 255. Once approved, the updated CDP is then implemented as per Section 3.1.3.7.2 as follows:

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

Section 3.1.3.9 includes policies on conservation of water and energy.

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

Section 7.14.18 of the Town's OP already includes policies that apply to the conservation of water and energy and it will also apply to the MW2-S2 lands by way of OPA 255. In addition, OPA 255 also adds additional policies on the implementation of the Sustainable Residential Home Strategy that will apply to both MW2-S1 and MW2-S2.

Section 3.3 of the Town's OP establishes many policies that apply to cultural heritage conservation. Section 3.3.3.1.11 applies specifically to secondary plans and it reads as follows:

3.3.3.1.11 Secondary Plans

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

As part of the ROPA 34 process, a Cultural Heritage Review was completed and a number of recommendations were made for policies



that should be included in the policy framework that applies to the MW2-S2 lands. In this regard, **Section 2.6** of this PJR reviews the recommendations made on this topic.

Section 3.4 of the Town's OP includes policies on fiscal and economic management. Section 3.4.3.5 reads as follows:

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

While OPA 255 may not be considered an 'individual development', it is going through the official plan amendment process and a Fiscal Impact Study has been prepared to support it. In this regard, **Section 2.6** to this PJR includes a review of the Fiscal Impact Study that was prepared by Watson & Associates to support OPA 255.

Section 3.5 of the Town's OP establishes housing policies. Section 3.5.3.1 reads as follows:

3.5.3.1 In conformity with the Strategic Direction of the Plan, the majority of new housing shall be

located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner.

Other settlements which have limited capacity to absorb and support new housing, especially housing at medium to high densities, are planned to have a more moderate increase in housing.

The MW2-S2 lands will be serviced by municipal water and wastewater services.

Section 3.5.3.5.1 of the Town's OP requires a range of housing types and densities and it reads as follows:

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

Proposed development on the MW2-S2 lands includes single-detached, semi-detached and townhouse units in two different residential designations, as discussed in **Section 2** of this PJR.

Section 3.5.3.6 of the Town's OP includes policies that identify the Town's intent to support, consider and advocate for affordable housing. Section 3.5.3.6.1 reads as follows:

3.5.3.6.1 The Town will endeavour to facilitate applications that would provide affordable housing for moderate and lower income households.

A financial agreement, dated November 2015, between the Town and the landowners



requires the landowners to provide land for affordable housing on the MW2-S1 and MW2-S2 lands. For both MW2-S1 and MW2-S2, the landowners are required to provide approximately 2.5 hectares to the Region and 0.4 hectares shall also be provided to Habitat for Humanity. Section 7.14.11 of the Town's OP will be amended by OPA 255 to incorporate these requirements in full.

Section 4.1.8.1 of the Town's OP establishes policies that apply to complete communities. Excerpts of this policy, as it applies to Designated Greenfield Areas, is provided below:

The Provincial Growth Plan encourages cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. Communities built in designated Greenfield Areas are to be compact and transit-supportive.

The addition of lands to the Mayfield West settlement area by OPA 255 will support the establishment of a complete community, since it would facilitate the development of the necessary road and trail connections between McLaughlin Road and Chinguacousy Road and rectify a previous planning decision that led to the establishment of an arbitrary settlement area boundary that was simply based on a mathematical exercise.

Development with MW2-S2 is also planned to accommodate population growth in Mayfield

West that is compact and transit supportive and will provide opportunities to plan and design a complete community with 'hard' boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services.

The relationship between community design and public health has been recognized by the medical and planning professions. The Region of Peel Official Plan expresses the intent to, jointly with the area municipalities, develop an assessment tool for evaluating the public health impacts of development proposals as part of the approval process and to raise awareness of public health issues related to planning through partnerships with the public and private sectors.

The Region of Peel has developed a Healthy Development Assessment (HDA) tool that aims to assist planning and development stakeholders in creating healthy and supportive environments for Peel residents.

In this regard, the Region recommended a number of enhancements to the concept plan through the ROPA 34 process, but noted that the enhancements could be dealt with in the OPA 255 process. In this regard, **Section 2.7** to this PJR includes a review of the Region's comments on HDA matters and identifies how they have been considered.

In addition to the above, Section 4.1.8.3.1 establishes policy requirements for secondary plans being prepared for settlement areas within the Town and it reads as follows:



4.1.8.3.1 Community plans and Secondary Plans will contain policies to ensure that Caledon's settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan.

As described above, the addition of the MW2-S2 lands to the Mayfield West settlement area will support the establishment of a complete community. An updated CDP has been prepared in support of OPA 255 and Section 7.14.4 of the Town's OP will apply to lands within MW2-S2.

4.1.8.3.2 Caledon will participate jointly with the Region of Peel and area municipalities in the preparation of an assessment tool for evaluating the public health impacts of development proposals.

As noted previously, the Region has conducted an HDA of a previous iteration of the Concept Plan for MW2-S2, which is discussed in Section 2.7 of this PJR. It is noted that individual healthy development assessments are already required in support of individual development applications as well in accordance with Section 7.14.21 of the Town's OP.

Section 4.2.2 of the Town's OP establishes policies for density in the Designated Greenfield Area. The introduction in this

section of the Town's OP provides a description of the Growth Plan requirement for the upper-tier municipalities to plan to achieve a minimum density target of 50 residents and jobs per hectare by 2031.

Section 4.2.2.3.1 of the Town's OP addresses the minimum target for Designated Greenfield Area within the Town and it reads as follows:

4.2.2.3.1 Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.

As described in **Section 2** of this PJR, the proposed LOPA accommodates a density target of 77.3 residents and jobs per hectare. This exceeds the minimum density target for the Designated Greenfield Area in the Town's OP as well as the density target established in the ROP.

Section 5.10.4 of the Town's OP establishes policies that apply to the Town's Rural Service Centres. The Town's OP considers the Rural Service Centres as the primary growth areas and identifies these areas as being the focus for new residential and employment growth.

Section 5.10.4.3.1 of the Town's OP indicates that:

5.10.4.3.1 Introduction

Mayfield West has been designated a Rural Service Centre. A growing community, it represents a significant opportunity to effectively



provide a wide range of facilities and services, including housing, and employment opportunities, in the west part of Caledon.

Development within MW2-S2 is planned to accommodate additional population growth in Mayfield West that is compact and transit supportive and will provide opportunities to plan and design a complete community with 'hard' boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services.

4.0 CONCLUSIONS

To support the proposed expansion of Mayfield West, the ROPA PJR reviewed all applicable and in-effect Provincial, Regional and local policies (including the 2019 Growth Plan) to determine whether the settlement area expansion would be in conformity with those policies, as it relates to the location of growth and development in the Region of Peel.

On the basis of the work completed and recently updated in support of the settlement area expansion, it was my opinion in the ROPA PJR that inclusion of the MW2-S2 lands will allow for the completion of the community, provide for the efficient use of infrastructure and allow for the Mayfield West settlement area to extend to logical boundaries on the west (Chinguacousy Road) and to the north (Etobicoke Creek).

I also concluded that the expansion of Mayfield West would also support the establishment of a complete community, since it would facilitate the development of the necessary road and trail connections between McLaughlin Road and Chinguacousy Road.

On the basis of the above, it was my opinion in the ROPA PJR that the proposed expansion of the Mayfield West settlement area to include the MW2-S2 lands conforms to the 2019 Growth Plan, is consistent with the Provincial Policy Statement 2020 ('PPS') and conforms to the ROP and the Town OP.

This PJR has been prepared to supplement the analysis contained in the ROPA PJR in support of OPA 255 for the MW2-S2 lands. With the approval of OPA 255, the planning for all of the lands that should have logically been in this part of the Mayfield West settlement area will have finally been concluded after it was begun over 14 years ago, subject of course to the consideration of individual applications for development.

Through the process of establishing the policy approvals for the MW2-S1 lands, a comprehensive suite of policies was included in the Town's Official Plan ('Town's OP') by OPA 222. These policies are included within Section 7.14 of the Town's OP and that work with and rely upon other relevant policies in the Town's OP as well.



Given the recent vintage of OPA 222 and Section 7.14, many of the policies in Section 7.14 can be applied to proposed development in MW2-S2 without modification and the main focus of OPA 255 is to achieve this objective. Notwithstanding the above, a number of minor changes to Section 7.14 are proposed to clarify existing policies that apply both to MW2-S1 and MW2-S2 or add new policies for the MW2-S2 lands only.

On the basis of my review of the June 2020 Concept Plan, a draft of OPA 255 and a review of relevant Provincial, Regional and Town policies, it is my opinion that OPA 255 should be adopted by Council.

DRAFT

