

**PLANNING JUSTIFICATION REPORT
APPLICATION FOR DRAFT PLAN OF SUBDIVISION/ZONING BY-LAW
AMENDMENT**

**Humberking (I) Developments Limited,
Humberking (IV) Developments Limited**

**14196, 14166, 14100 Humber Station Road,
Caledon**

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**File No. 15414
July 2024**

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1.0 INTRODUCTION

Humphries Planning Group Inc. (HPGI) is the planning consultant for Humberking (1) Developments Humberking (IV) Developments Limited, the registered owner of assembled properties municipally addressed as 14196, 14166, 14100 Humber Station Road, in the Town of Caledon (the 'Subject Lands'). The Subject Lands are located at the north west corner of King Road and Humber Station Road and north of King Street on the east side of Humber Station Road. Currently the lands are used for rural residential and agricultural purposes and have associated dwellings, garages, barns and sheds. The Subject Lands are approximately 20.42 hectares in area with a combined frontage of approximately 165m metres along King Road and 793m metres along Humber Station Road.

A Pre-Consultation Meeting was held with the Town of Caledon on July 6, 2023 to discuss the proposed redevelopment of the property as well as to clarify the information required at the time of application submission. The application and supporting materials are being submitted in accordance with the Planning Application Pre-Application Review Committee Meeting Form and Checklist issued by the Planning Department in August 2023 which was further revised May 2024.

2.0 PURPOSE OF REPORT

The purpose of this Planning Justification Report (the 'Report') is to provide a description of the Subject Lands, the proposed development, which contemplates parkland, swm pond, NHS (channel), various forms of townhouse typologies, mixed use and mid-rise buildings generating an estimated 1058 residential units and 5,316 sq.m of commercial space. Further, this Report evaluates the nature of the proposed development in the context of the Provincial Policy Statement 2020 (PPS), Growth Plan for the Greater Golden Horseshoe 2020 (GGH), Bill 23 More Homes Built Faster Act (2022), the Region of Peel Official Plan(2022), the Town of Caledon Official Plan, the Future Caledon Official Plan as adopted, the proposed Caledon Station Secondary Plan (June 2024) and Town of Caledon Zoning By-law 2024-55 and provides a professional planning opinion and justification in support of the draft plan of subdivision and proposed variances to zoning.

3.0 SITE DESCRIPTION AND CONTEXT

3.1 Property Description

The Subject Lands are located on the west and east side of Humber Station Road north of King Street.

The land located on the west side of Humber Station Road represents an assembly of 3 properties and is municipally addressed as 14196, 14166 and 14100 Humber Station Road resulting in a rectangular in shape with approximately 165m of frontage on King Street and 587m on Humber Station Road and an area of 16.37 ha. The land contains 3 existing rural residential dwellings and associated out buildings and is used for rural residential and agricultural uses. The land located

on the east side of Humber Station Road has no municipal address, is square in shape, and located approximately 445m north of King Street. This property has approximately 206m of frontage on Humber Station Road with a total area of 4.05 ha, backs onto the existing CPR line and is currently vacant of any structures and used for active agricultural uses.

FIGURE 1: AERIAL PHOTO OF SUBJECT LANDS (— SUBJECT LANDS)



3.2 Legal Description

The Subject Lands are legally described as follows:

Plan of Survey and showing Topographic Detail of Part of Lots 11 and 12, Concession 5 (Geographic Township of Albion), and Plan of Survey Showing Topographic Detail of the East Half of Lot 11, Concession 4 (Geographic Township of Albion) Town of Caledon

3.3 Surrounding Land Uses

Land uses and built form characteristics in the vicinity of the Subject Lands include the following:

North: The lands north of the Subject Land are vacant with active agricultural fields. The land is subject to land use planning applications (21T-22002 and RZ 2022-0003) which propose a collector road, medium density residential mixed-use residential with at grade commercial and GO Transit uses.

South: Immediately south of the Subject Lands are vacant lands with active agricultural fields. Further south, the area is being utilized for industrial uses with associated outside parking and storage of vehicles and open space corridors. South of King Street, lands are being utilized for industrial uses including mini storage, trucking and stonework sales and manufacturing with associated outdoor storage of product and vehicles.

East: To the immediate east of the subject lands the CPR line is located. East of the CPR line are open space, agricultural and industrial uses.

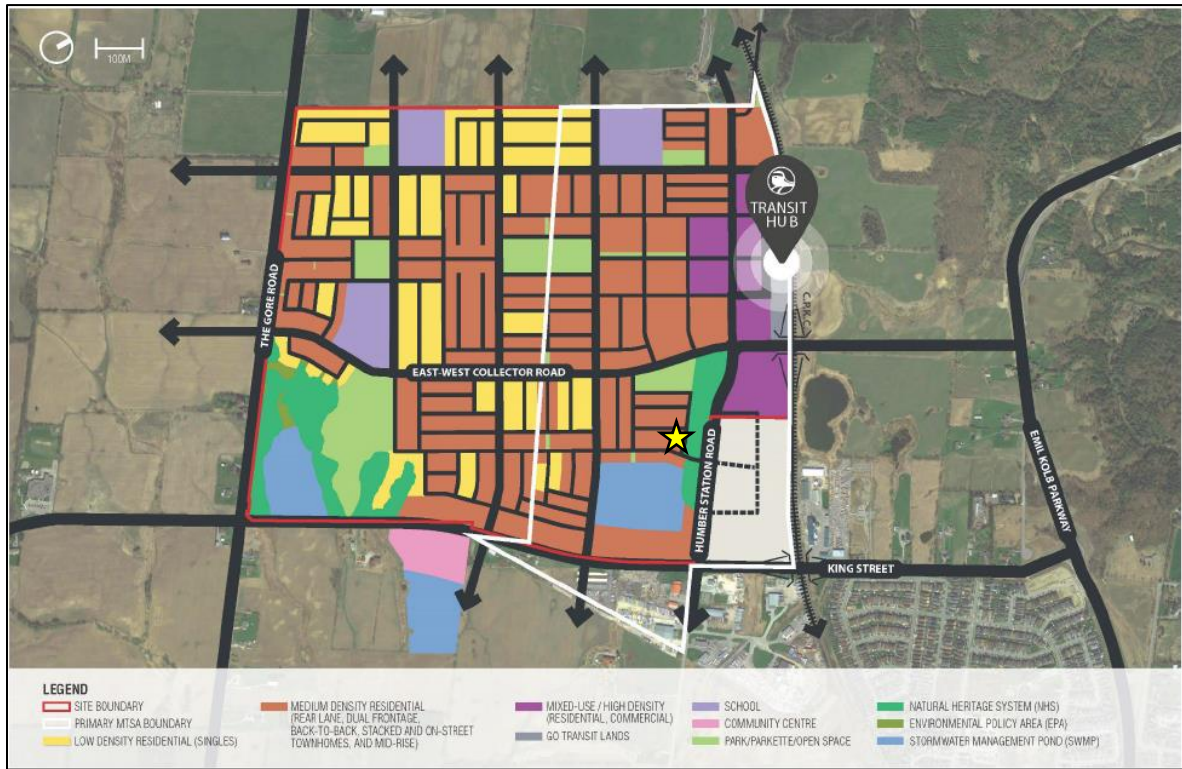
West: West of the subject lands are active agricultural uses, and rural residential dwellings. These lands are also subject to land use planning applications which propose low/medium density residential, swm pond, and park uses.

The surrounding area will be developed as a highly urbanized community area offering a variety and mix of uses including various forms of residential, open space, commercial and institutional land uses along with a Go Transit Hub. The surrounding area being, the Caledon Station Secondary Plan that will be developed as a compact, diversified, and ‘complete’ community recognizing the Provincial, Regional and Local policy framework which prioritize intensification including higher density residential uses that appropriately capitalize on proximity to the proposed GO Station located along the easterly boundary (CPR line) of the secondary plan area.

FIGURE 2: SURROUNDING LAND USE AND CONTEXT MAP (— SUBJECT LANDS)



FIGURE 3: CONTEXT MAP OF PROPOSED LAND USES (★SUBJECT LANDS)



3.4 Transportation and Transit

The lands west of Humber Station Road have direct frontage on both Humber Station Road and King Street. King Street is a regional arterial that provides an east-west connection from the west side of Peel Region (Winston Churchill Boulevard) to the Caledon King Townline and beyond to the east. The Region of Peel Official Plan identifies King Street as a Major Road. Right of way requirements are 30m.

FIGURE 4: Schedule F-2 – MAJOR ROAD NETWORK (★ SUBJECT LANDS)

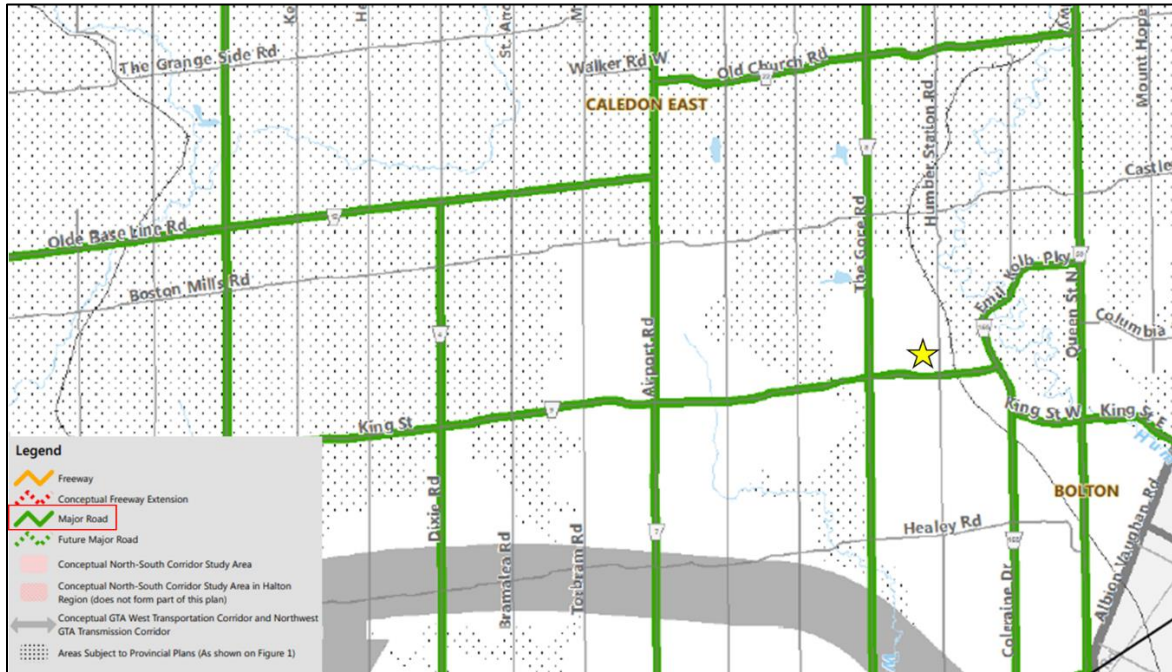
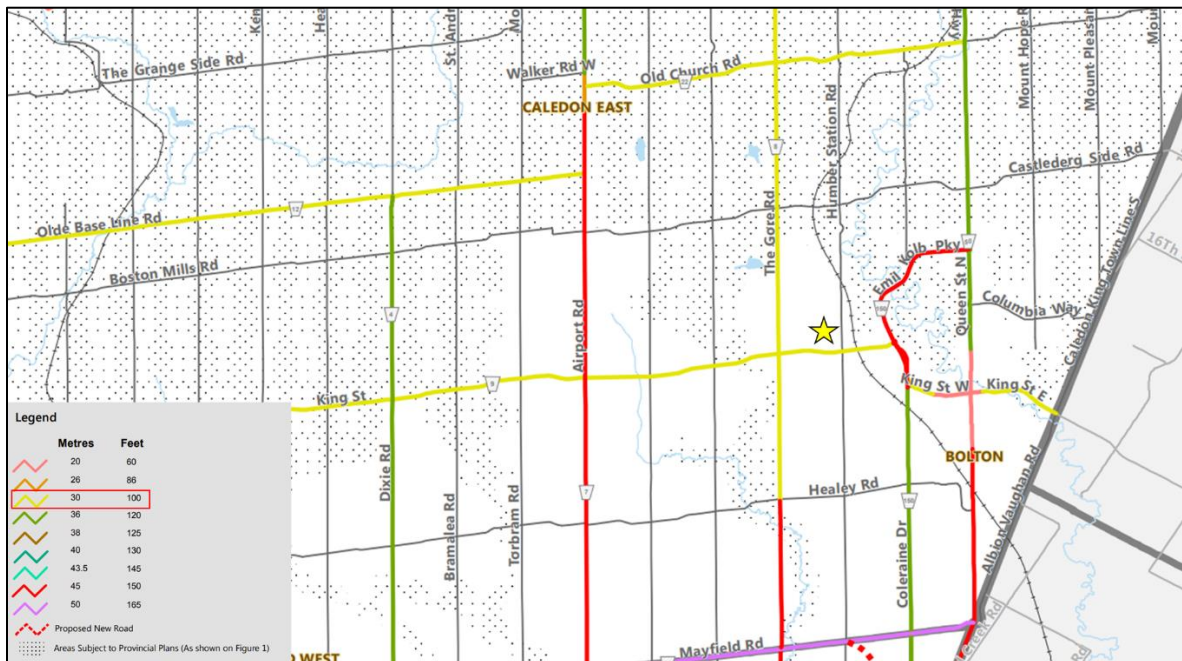


FIGURE 5: Schedule F-3 – REGIONAL ROAD MID-BLOCK RIGHT-OF-WAY REQUIREMENTS (★ SUBJECT LANDS)



The subject lands have direct frontage on Humber Station Road which extends the full distance within the Town of Caledon between Highway 9 to the north and Mayfield Road to the south.

Currently, Humber Station Road with a single lane in each direction and is classified in the Town of Caledon Official Plan as a collector road.

The intersection of Humber Station Road and King Street is currently signalized.

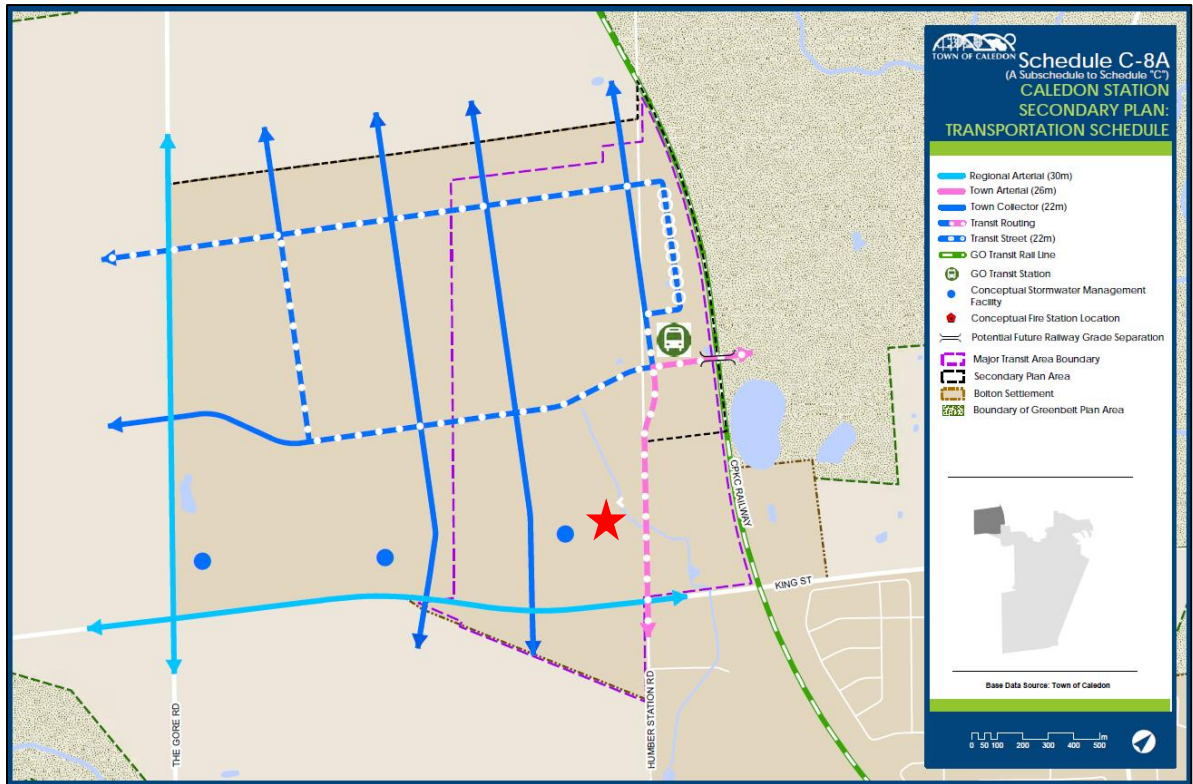
The implementation of the Secondary Plan and Framework Plan will realize improvements to the existing road network. Humber Station Road will be improved to a 26m wide 4 lane road and will be designed to accommodate/promote continuous and connected active transportation and transit supportive facilities.

A new East-West Collector Road is proposed at the north end of the subject lands. This road is planned to extend from the west side of Emil Kolb Parkway to Gore Road to the east including a grade separation across the CPR line. This road will vary in width between 22m- 26m. The location of the road is along and within the northerly limit of the subject lands and therefore will be realized as part of the development approvals.

A new North- South Collector Road is proposed to extend from King Street in the south to the northern limit of the secondary plan area. This road is generally located along the westerly limit of the subject and therefore a component of this road will be facilitated through the development of the subject lands.

The above described transportation network has been detailed by the BA Group in the Transportation Study dated July 2024 prepared for the Secondary Plan and draft plans of subdivision. The Figure below is contained within Appendix A of that report and illustrates the existing and planned road infrastructure.

FIGURE 6: BA GROUP – Schedule C-8A – TRANSPORTATION SCHEDULE, Caledon OP (★SUBJECT LANDS)



The existing community of Bolton is served by one bus route in the AM and PM peak hours. The nearest transit stop is approximately 2km from the subject site. Existing GO Services exist along Highway 50 to the east.

The subject lands are located within the Bolton GO Station MTSA which is intended to provide future GO Station /transit service on the CPR line located immediately to the east of the subject site. Further to such, an onsite bus terminal will further support GO bus services. These transit facilities not only will be a focal point for the new community area but will also promote active transportation.

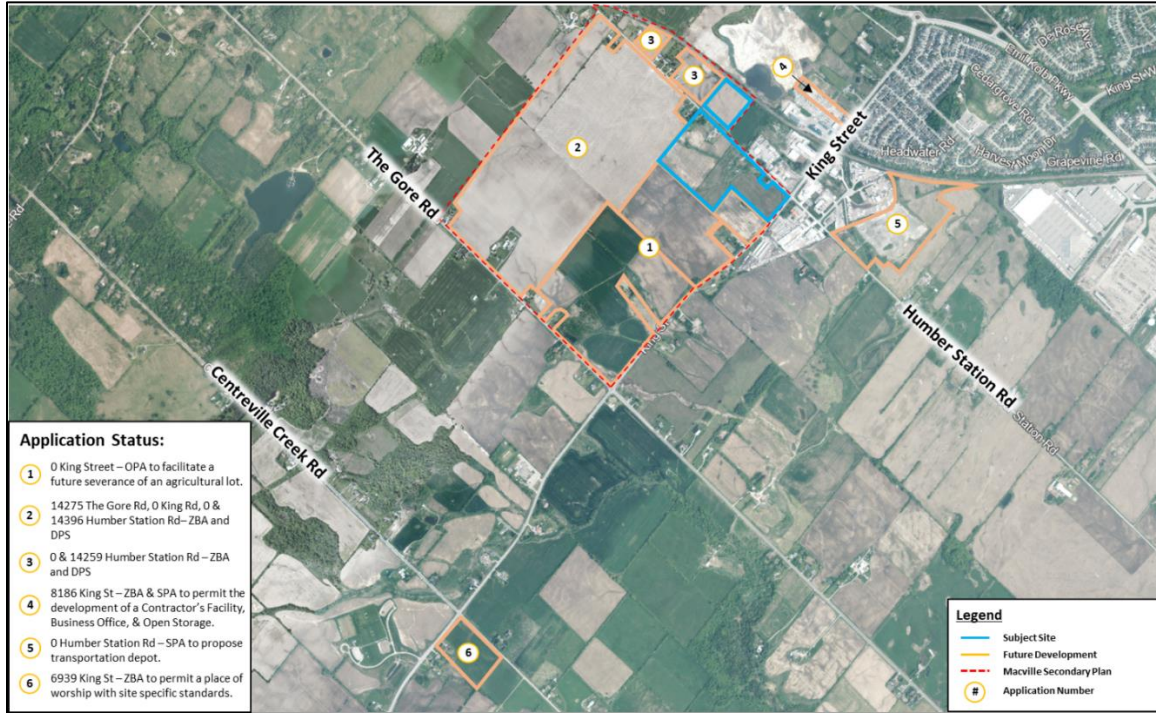
FIGURE 7: Schedule E-5: MAJOR TRANSIT STATION AREAS (★SUBJECT LANDS)



4.0 SURROUNDING DEVELOPMENT ACTIVITY

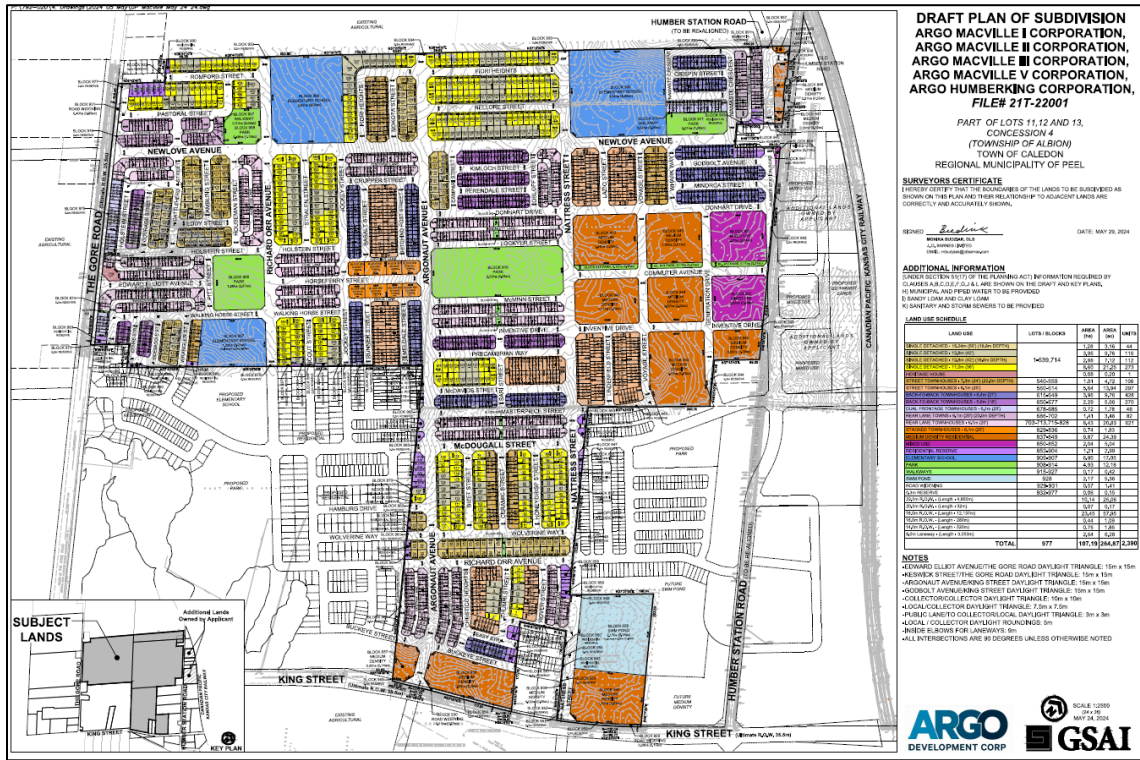
There are development applications/approvals occurring within in the vicinity of the Subject Lands. The following section provides an overview of active development applications in proximity to the development proposal.

FIGURE 8: DEVELOPMENT ACTIVITY KEY MAP (— SUBJECT LANDS)

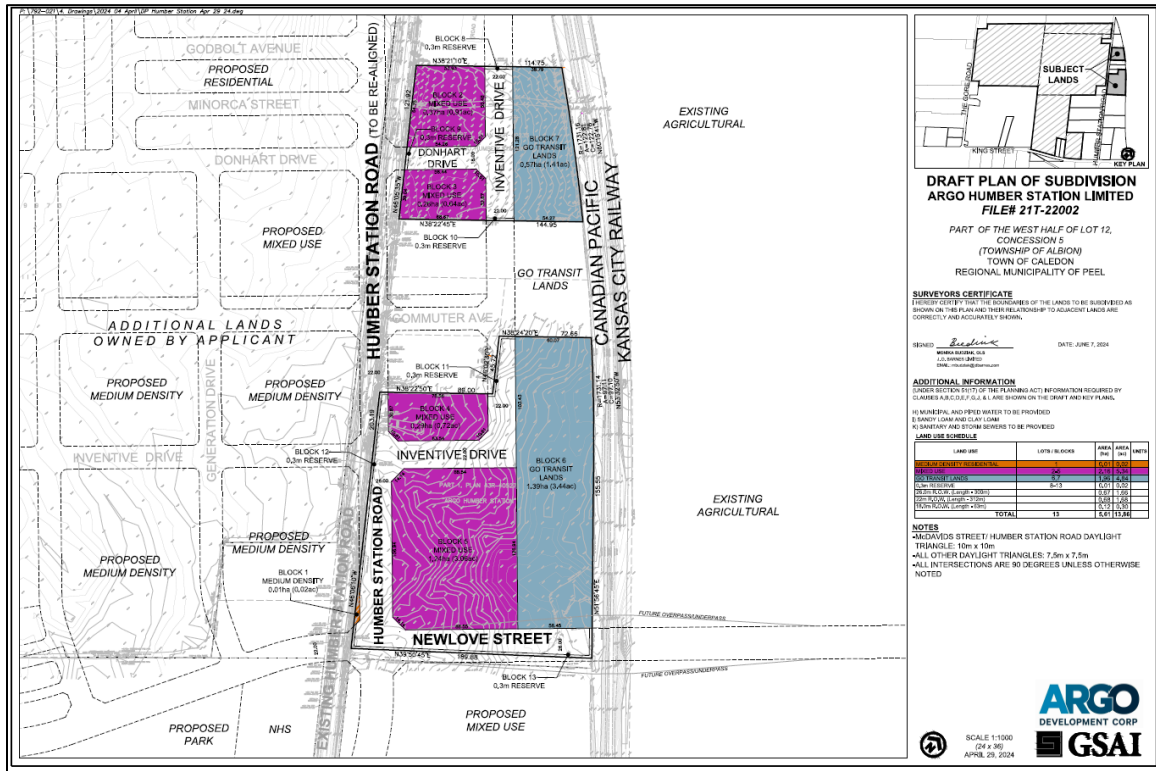


1. 0 King Street – Official Plan Amendment application to facilitate a future severance of an agricultural lot. The purpose and effect of the application is to amend of the Official Plan to include a site-specific policy to facilitate the severance which would otherwise not be permitted.

2. 14275 The Gore Road, 0 King Road, 0 & 14396 Humber Station Road– Applications to amend the Zoning By-law and for a Draft Plan of Subdivision to facilitate a mixed-use development. The proposed project consists of a total of 2,275 residential units comprising of 580 single detached dwellings and 1,695 townhouse units. The proposal also includes 3 Elementary School Blocks, 15 Park Blocks and a Stormwater Management Block. Access to this subdivision is proposed from The Gore Road and King Street.



3. 0 and 14259 Humber Station Road – Applications to amend the Zoning By-law and for a Draft Plan of Subdivision to facilitate a mixed-use development. The proposed project consists of a total of 4 Mixed-Use Blocks, 3 of which will be developed in conjunction with the adjacent lands, 2 GO Transit Land Blocks to be developed in conjunction with the adjacent lands, and a Medium Density Block to be developed in conjunction with adjacent lands. All blocks are intended to permit a range of uses, which will be evaluated through future and separate planning applications. Access to the subdivision is proposed from a realigned Humber Station Road and adjacent subdivisions.



4. 8186 King St – The applicant is proposing to amend the Zoning By-law on the subject lands from Agricultural (A1) to Serviced Industrial Exception (MS-XX) and Environmental Policy Area 1 Exception (EPA1-XX) to permit the development of a Contractor's Facility, Business Office, and Open Storage. The existing building will be used for Business Office purposes.

5. 0 Humber Station Road – Site Plan Application to propose transportation depot.

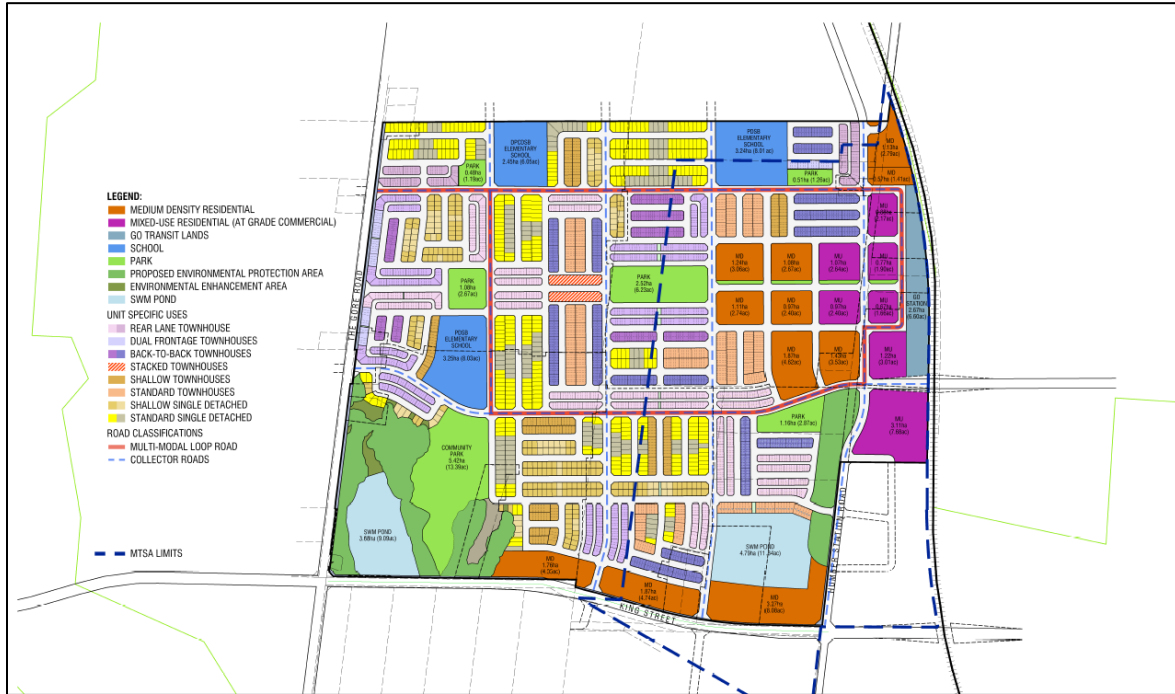
6. 6939 King Street – An Official Plan Amendment application to redesignate the lands from Prime Agricultural Area to Rural Lands and a Zoning By-law Amendment to rezone the lands from Small Agricultural Holdings (A3) to Institutional – Exception XXX (I-XXX) to permit a place of worship and site specific standards to implement the development.

5.0 DEVELOPMENT PROPOSAL

The application proposes to develop the Subject Lands with a mixture of residential building typologies including townhouses including (back to back and rear lane style units) and apartment units generating an overall net density of 124 uph. In addition to such, a 1.16 ha park, 2.63 ha swm pond facility and 2.69 ha NHS channel to accommodate flood plain, local wetlands and headwater drainage feature is also proposed. The existing Humber Station Road will be widened and realigned to accommodate a 26m wide road. Further to such, in keeping with the proposed

secondary plan and Framework Plan other collector and local roads varying in width between 18m – 26m are proposed which align with the proposed development of the adjacent lands.

FIGURE 9: FRAMEWORK PLAN



The residential unit/mix and breakdown, as follows:

| Block Type/ Building Typology | Units | * Net % of Plan Area | * Net Density (UPH) |
|---|--------------|----------------------|---------------------|
| West Side of Humber Station Road | | | |
| Medium Density | 176 | 22 | 93 |
| Street Townhouses | 29 | 7.6 | 45 |
| Rear Lane Towns (3 storey) | 153 | 23 | 78 |
| Back to Back Towns | 98 | 11 | 106 |
| Future Development Blocks (rear Lane Towns) | 27 | 3 | |
| East Side of Humber Station Road | | | |
| Mixed Use (Commercial) | 5,316 sqm | | |
| Apartments | 575 | 36 | 186 |
| Total | 1,058 | | 124 |

* 8.51 ha is the calculated net residential area

FIGURE 10: AERIAL VIEW

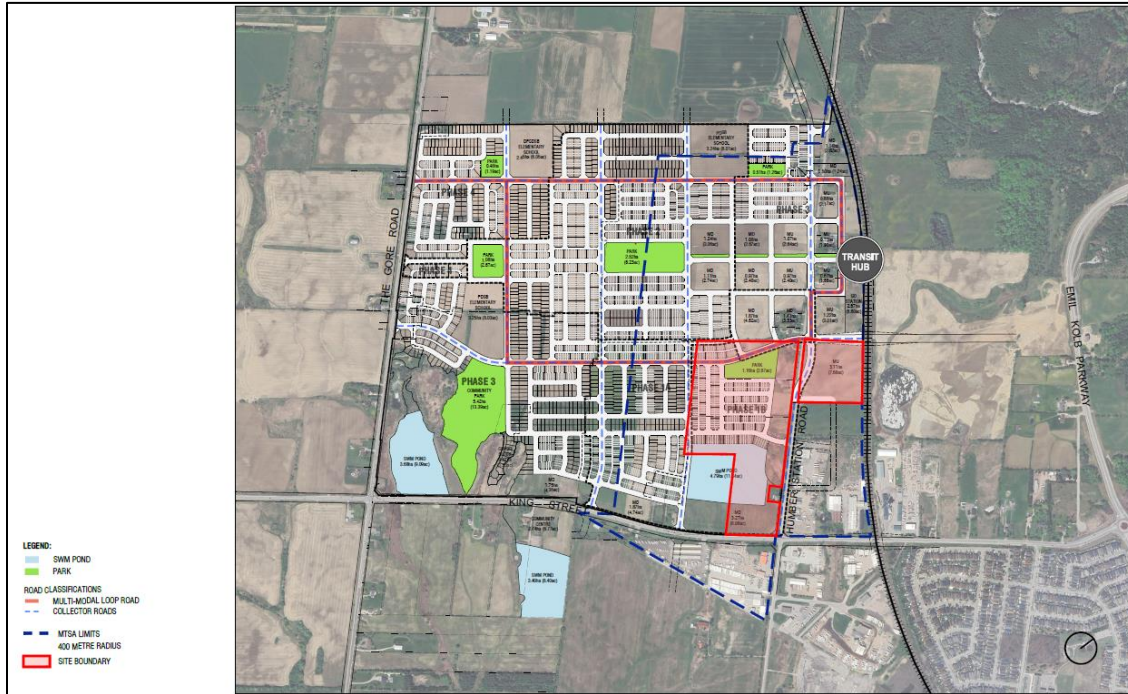


FIGURE 11: PROPOSED DRAFT PLAN OF SUBDIVISION

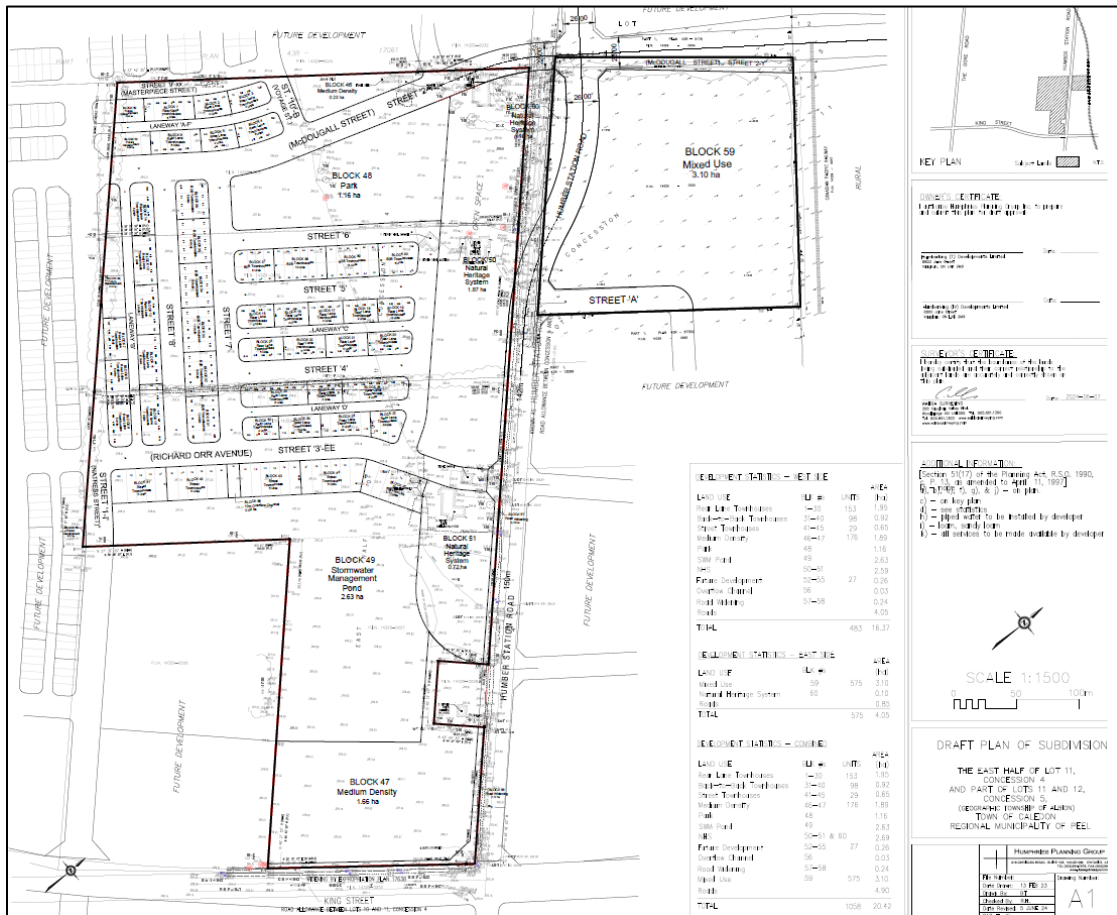


FIGURE 12: PROPOSED DRAFT PLAN OF SUBDIVISION (WEST)

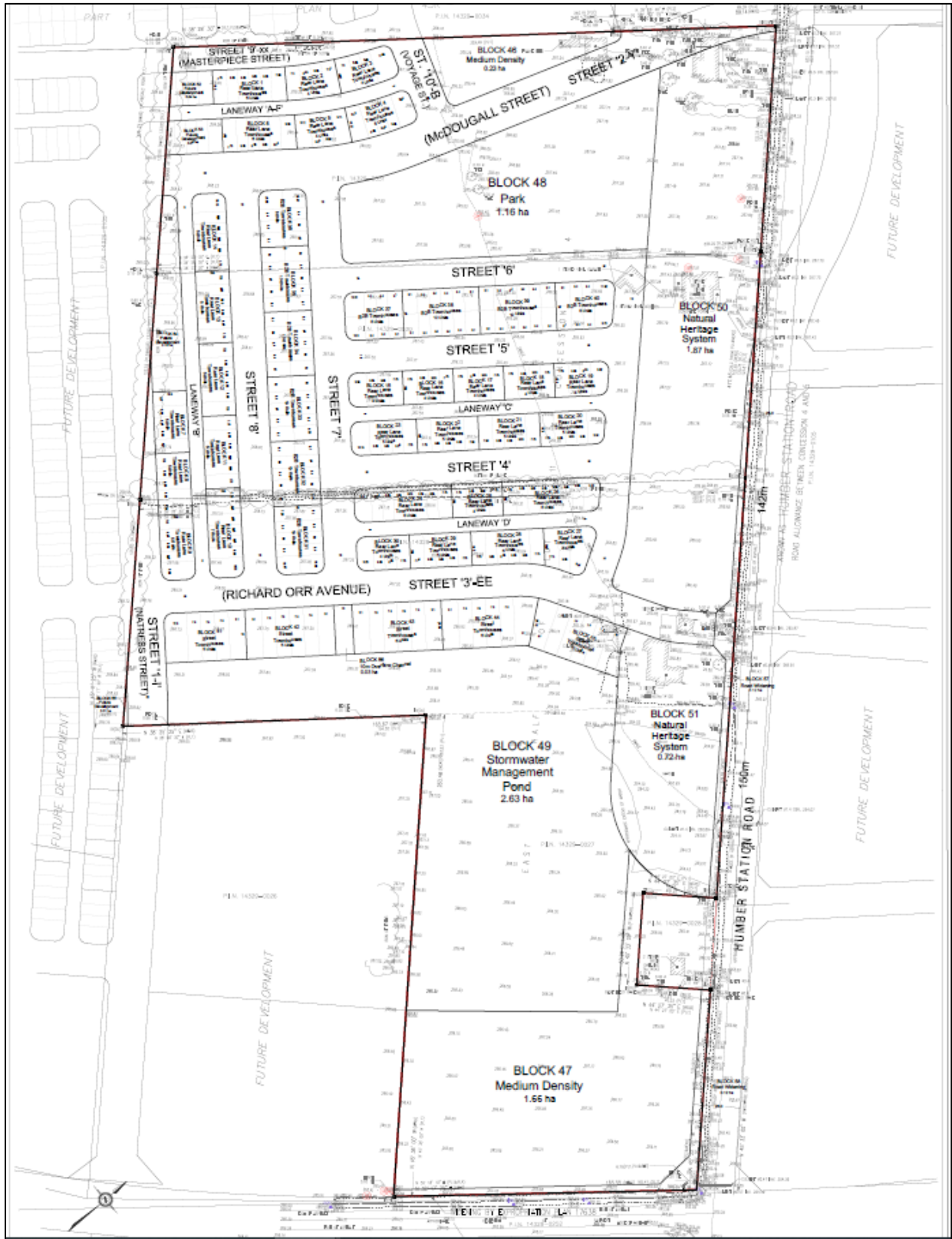
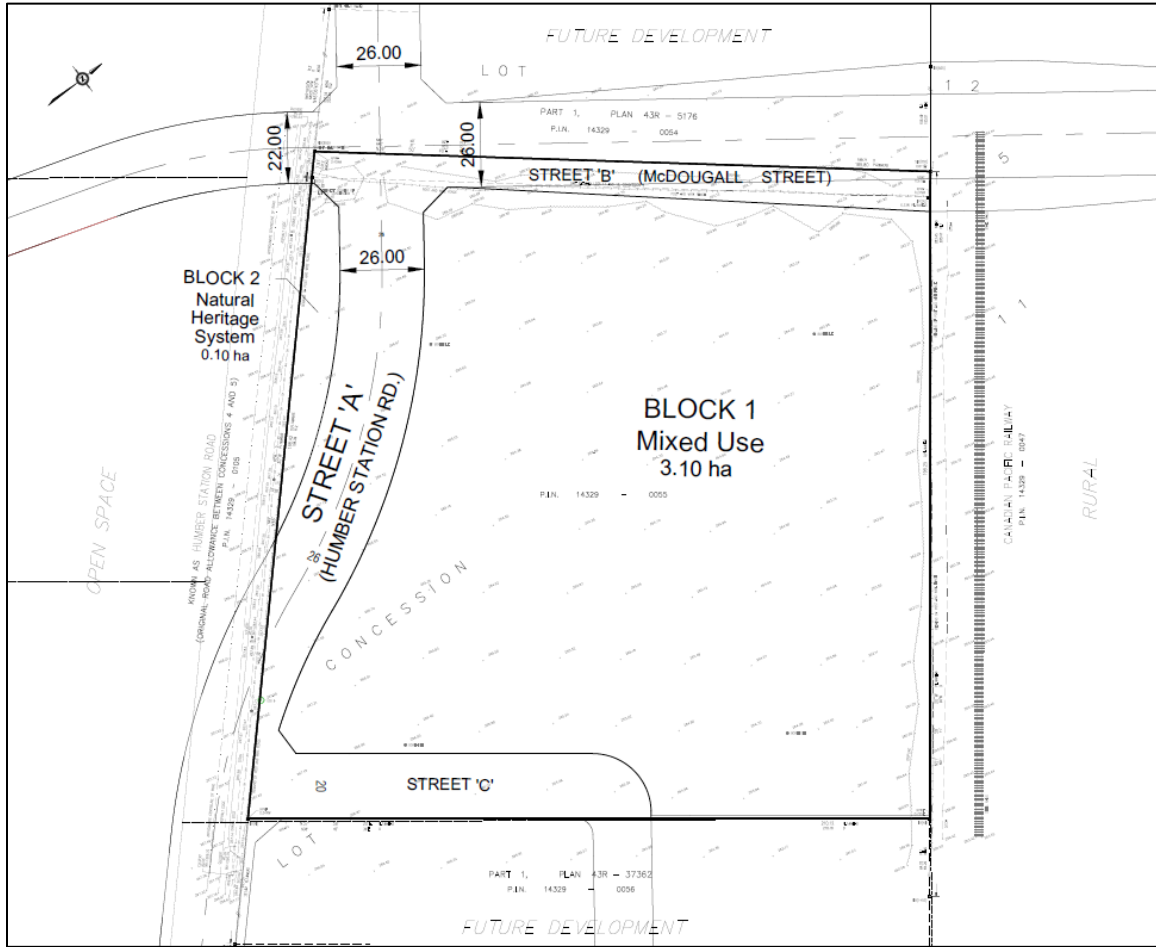


FIGURE 13: PROPOSED DRAFT PLAN OF SUBDIVISION (EAST)



A statistical summary of the proposed development is as follows:

West of Humber Station Road

| | |
|------------------------------------|-----------------|
| Rear Lane Townhouses | 1.95 ha |
| Back to Back Townhouses | .92 ha |
| Street Townhouses | .65 ha |
| Medium Density Residential | 1.89 ha |
| Park | 1.16 ha |
| SWM Pond | 2.63 ha |
| NHS Corridor | 2.59 ha |
| Future Development | .26 ha |
| Road Widening | .24 ha |
| Roads | 4.05 ha |
| <u>Overflow Channel</u> | <u>0.03 ha</u> |
| West side of Humber Station | 16.37 ha |

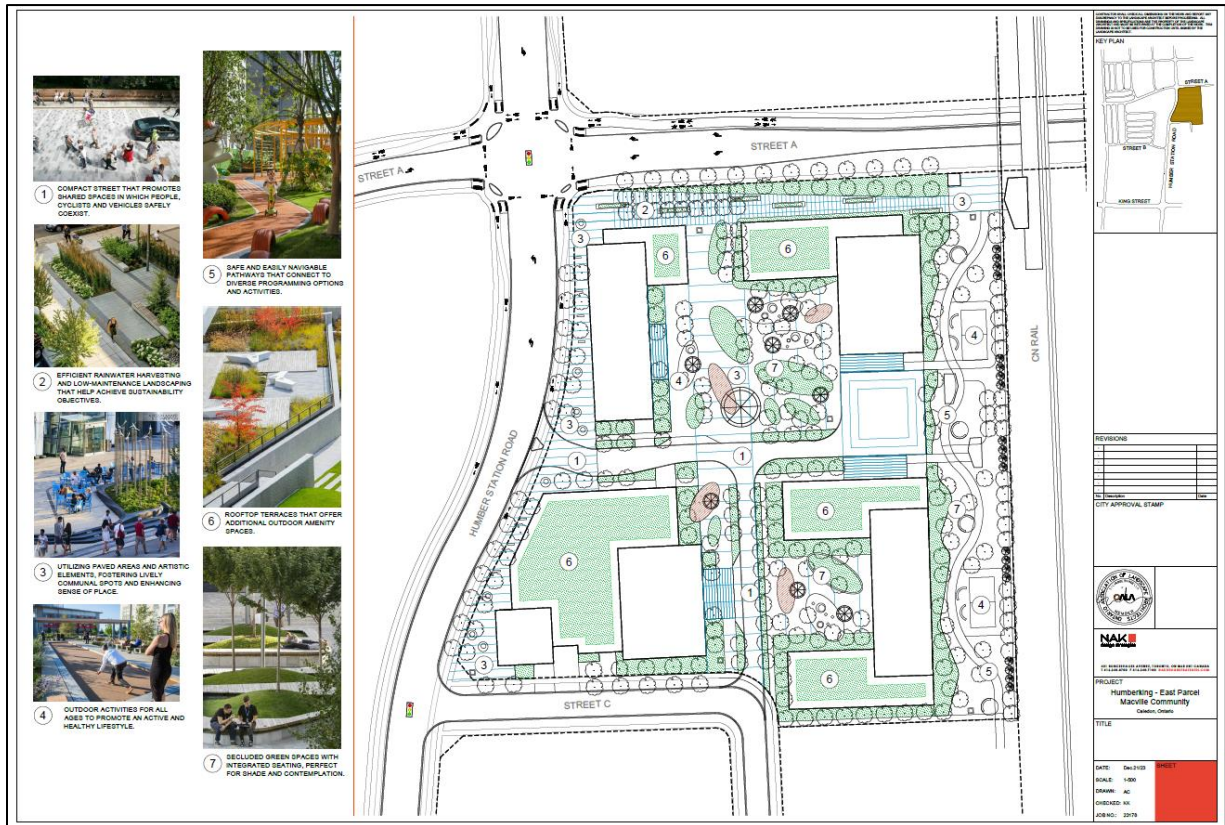
East of Humber Station Road

| | |
|-------------------------------------|----------------|
| Mixed Use | 3.10 ha |
| NHS Corridor | .10 ha |
| <u>Roads</u> | <u>.85 ha</u> |
| <u>East Side of Humber Station</u> | <u>4.05 ha</u> |
| Total Combined Area 20.42 ha | |

FIGURE 14: PROPOSED LANDSCAPE PLAN (EXTRACT – WEST)



FIGURE 15: PROPOSED LANDSCAPE PLAN (EXTRACT – EAST)



6.0 DESCRIPTION OF PLANNING APPLICATIONS

Draft Plan of Subdivision

An application for Draft Plan of Subdivision (“DPS”) has been submitted in support of the proposed development to subdivide the Subject Lands into smaller lots and blocks for residential blocks/lots, roads, parks/municipal stormwater infrastructure and open space blocks.

Zoning By-law Amendment

An application for Zoning By-law Amendment (‘ZBLA’) will be submitted as may be required in support of the proposed development to facilitate an amendment to the zoning bylaw 2024-55 as adopted by the Town of Caledon.

Site Plan Application

It is recognized that a future Site Plan Application (‘SPA’) will be required to implement components this proposal. The Site Plan Application will implement the arrangement of the mixed use and medium density blocks including building placement and the design of built form, landscape elements, vehicular and pedestrian access, and other technical aspects.

Draft Plan of Condominium

A future Draft Plan of Condominium Application will/may be required for the mixed use and medium density blocks to further divide the proposed development so that future owners of the residential units will hold title specific to their unit, as well as to delineate the rest of the property that is common to all owners. The condominium application will create the legal framework whereby contributing fees for the maintenance and improvements of shared features and assets are managed by a corporation.

7.0 POLICY ANALYSIS

The following sections provide a summary of the relevant planning policies and an evaluation of the proposed development. The following policy documents have been reviewed and considered in preparation of this report; Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2020), Bill 23 More Homes Built Faster Act (2022), Bill 97 Helping Homebuyers Protecting Tenants Act (2023), the Region of Peel Official Plan (2022), the Caledon Official Plan, and the Future Caledon Official Plan adopted in March 2024, MZO O. Reg 171/21 and Zoning By-law 2024-55.

7.1 PROVINCIAL POLICY

7.1.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (the PPS) is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The *Planning Act* requires that all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

The PPS calls for the building of strong communities as “*Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns*”. The establishment of healthy, livable and safe communities is facilitated through efficient development and land use patterns and the accommodation of an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

Managing and Directing Land Use

Section 1.0 of the PPS provides direction related to “Building Strong Healthy Communities” and is applicable to the Subject Lands. It encourages a variety of land uses within communities and promotes initiatives that make efficient use of infrastructure.

Section 1.1.1 provides direction for managing and directing land use in order to achieve efficient and resilient development and land use patterns. These policies state:

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

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

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.”

The proposed development aligns with the policies of Section 1.1 of the PPS, as it provides for an appropriate form of development within an identified Settlement Area. Further, the proposal supports an efficient land use pattern and will provide a greater range and mix of housing by

introducing 1,058 dwelling units in a variety of multi-unit building typologies which will contribute to the availability of variety of housing options in the community in order to meet the current and futures needs of the Town. The increased residential density realized through the development can be supported and serviced by the proposed availability of municipal infrastructure as demonstrated through the Functional Servicing Report prepared by Urbantech (2024).

Settlement Areas

Section 1.1.3 of the PPS, focuses and directs growth and development towards designated Settlement Areas. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses and densities that make efficient use of available land and existing infrastructure. Section 1.1.3 includes the following applicable policies:

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

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

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

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

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

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial

targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

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

The Subject Lands are located within the Settlement Area Boundary of the Bolton Residential Expansion Area. The proposed development aligns with the policies of Section 1.1 of the PPS as it provides for an efficient development and land use pattern. The site in its current state represents an underutilization of land which is planned to provide for a wide range of commercial, residential, institutional and complementary uses in a compact form, contributing to a vibrant walkable new community area. The proposal recognizes the Towns limited land resources, as well as its strategic location near existing proposed transit infrastructure and provides a development that addresses the need for more compact forms of housing.

The PPS also recognizes that the achievement of growth in Settlement Areas requires intensification and development in areas that are well served by existing community services and public facilities. The proposed development is consistent with the above policies as it provides for residential and/or mixed use development that is consistent and knits together with the proposed Caledon Station Secondary Plan and detailed Framework Plan. The proposed development therefore is completely integrated into the surrounding neighbourhood which has direct access to pedestrian connections, community infrastructure, schools and commercial uses while having convenient access to the Go Transit Hub/ Station area itself.

The Subject Lands are well served by an existing network of transportation infrastructure and benefits from frontage onto King Street (a major regional road) the existing and/or future realigned Humber Station Road which is considered a collector and/or arterial road where access to public transit will exist and can be optimized.

Housing

Section 1.4 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meet the projected requirements of current and future residents. The following policies are applicable to the development proposal:

1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) *Maintain at all times the ability to accommodate residential growth for a minimum of 15 years throughout residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) *Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- 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;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development introduces 1,058 dwelling units and multiple types of dwelling units which will support the overall diversification of housing options and densities within the Town and Secondary Plan Area. Currently, single detached homes make up the largest share of the current housing supply in Peel Region and residential development trends suggest this will continue in the near future. More specifically, single detached homes made up 45.6% of all dwellings in Peel Region in 2016. Caledon had the largest share of single detached homes at 83.4% of the entire housing stock in Caledon in 2016. (Source: Region of Peel Housing Strategy Report

July 2018). While it is recognized that Peel Region's new housing stock will become more diversified over time with the introduction of more compact building forms, the existing housing stock is composed predominantly of detached dwellings. The proposed development introduces a variety of building typologies with no single detached dwellings being proposed) which will support the overall diversification of housing options and densities within this new community area and contribute to the evolving character of the Towns housing stock.

Infrastructure and Public Service Facilities

The infrastructure policies of the PPS are outlined in Section 1.6. existing infrastructure and public service facilities are intended to be maximized, wherever possible, before developing new infrastructure and public service facilities. The following policies are relevant to the proposed development:

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 assets management planning; and*
- b) Available to meet current and projected needs.*

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) The use of existing infrastructure and public service facilities should be optimized; and,*
- b) Opportunities for adaptive re-use should be considered, wherever feasible.*

1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing;*
 - 1. municipal sewage services and municipal water services; and*
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water service are not available or feasible;*
- b) Ensure that these systems are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. prepares for the impacts of climate change*
 - 3. is feasible and financially viable over their life cycle; and,*
 - 4. protects human health and safety, and the natural environment;*
- c) Promote water conservation and water use efficiency*

- d) *Integrate servicing and land use considerations at all stages of the planning process; and,*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4. and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

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

1.6.6.7 Planning for stormwater management shall:

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

The proposed development will utilize connections to the existing municipal water and sewer services available to this area when constructed. An overview of the proposed servicing strategy prepared by Urbantech, is submitted under separate cover, and enclosed with this submission.

Transportation

Section 1.6.7 of the PPS places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems. The following transportation policies are applicable to the proposed development:

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

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

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

The proposed development is consistent with the above policies as it is well served by a comprehensive network of higher order (major regional road) as well as existing and proposed collector and local roads, and proposed transit infrastructure. The proposed road network promotes active transportation and will provide convenient connections to other areas of the community area. The proposed GO Station is located approximately 800 metres from the furthest area of the subject lands, which is considered to be a comfortable walking distance.

Summary:

The proposed development is consistent with policies of the PPS as it:

- Directs growth and intensification towards a designated Settlement Area in the Town of Caledon.
- Diversifies the existing housing stock and mix through the creation of 1,058 new dwelling units a variety of building forms including Townhouses, Back-to-Back Townhouses, Street Townhouses and Medium Density.
- Focuses compact development with access to a variety of proposed community services and facilities including parks.
- Benefits from proposed Go Transit Station and future public transit service.
- Locates development in an area that has access to planned municipal servicing infrastructure, including water and wastewater services and stormwater management infrastructure with planned capacity.
- Establishes a more compact built form and at a greater density along existing transit infrastructure to help achieve sustainable development and the creation of 'complete' communities.

For the reasons stated above, it is our opinion that the proposed redevelopment is consistent with the Provincial Policy Statement.

7.1.4 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) provides direction respecting the development and growth of communities within the Greater Golden Horseshoe (“GGH”). The new Growth Plan was prepared and approved under the Places to Grow Act, 2005 and took effect on May 16, 2019, replacing the 2017 Plan. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved and took effect on August 28, 2020.

Although many of the policies of the Growth Plan (2019) have remained the same, the changes to the new Growth Plan (2020) are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. The overarching objectives of the Growth Plan (2020) continue to support the achievement of complete communities that are healthier, safer, and more equitable. Additionally, the Growth Plan prioritizes the better use of land and infrastructure by directing growth through a hierarchy of settlement areas and prioritizing infill opportunities and development to areas based on an evaluation of the appropriateness of their location.

Guiding Principles

Section 1.2.1 of the Growth Plan outlines a number of guiding principles that are intended to guide decisions regarding land development, resource management and public investment to achieve the growth targets established in the Growth Plan. The following guiding principles are applicable to the development of the Subject Lands:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*

- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

The proposed development is a desirable form of development as it seeks to introduce a variety of building forms at higher densities commensurate with MTSA/Strategic Growth area.

Managing Growth

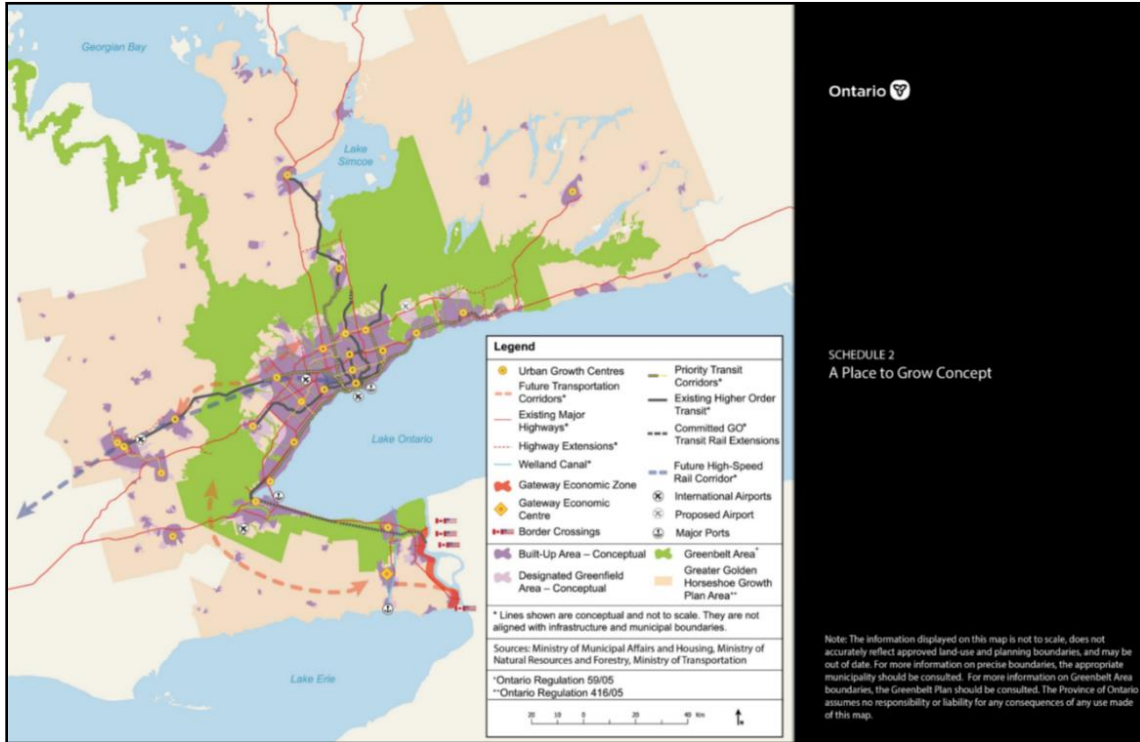
Section 2.2.1 of the Growth Plan provides a framework to prioritize, guide and direct population and employment growth. It also implements a strategy for the allocation of growth in order to meet Provincial forecasts through to the year 2051 in accordance with Amendment 1 of the Growth Plan. The Plan's key policies for wide-scale population allocation are highlighted below.

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
 - b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
 - c) *within settlement areas, growth will be focused in*
 - i. *delineated built-up areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
 - iv. *areas with existing or planned public service facilities;*
 - d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
 - e) *development will be generally directed away from hazardous lands; and*
 - f) *the establishment of new settlement areas is prohibited.*

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

This above noted policy sets out a strategic outline for the hierarchical organization and management of growth in the Province of Ontario. The subject lands are located within the Designated Greenfield Area where growth and development are forecasted to occur.

FIGURE 16: Schedule 2 – A PLACE TO GROW CONCEPT, GROWTH PLAN



The Subject Lands will be serviced by planned municipal water and wastewater servicing infrastructure and transit services. The Subject Lands, represent a logical location and pattern of development in accordance with the Caledon Station Secondary Plan that will contribute to accommodating the forecast growth and development in the municipality and this new community area. Lastly, the development will contribute to the achievement of a ‘complete’ community by establishing a diverse building/housing form, supports efficient land use and sustainable modes of travel which shortens commutes, reduces congestion and pollution, and increases opportunity to walk and cycle as part of a healthy lifestyle.

The proposed development is consistent with the objectives of the Growth Plan by directing growth within the Designated Greenfield Area and promotes the achievement of compact and ‘complete’ communities. Table 3 in Section 4 of the Peel Region Official Plan (2022), stipulates that the Town of Caledon is required to plan for population growth to 200,000 people in 2041 and 300,000 people in 2051. This additional population is expected to be accommodated by a combination of development within the existing built-up areas (intensification) and development within designated greenfield areas. The proposed development will assist the Region and Town of Caledon in meeting this population growth in a manner that capitalizes on proximity to proposed transit.

Transit Corridors and Station Areas

Section 2.2.4 provides direction respecting growth and density in relation to various forms transit infrastructure.

1. *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*

3. *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*

9. *Within all major transit station areas, development will be supported, where appropriate, by:*
 - a) *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - b) *fostering collaboration between public and private sectors, such as joint development projects;*
 - c) *providing alternative development standards, such as reduced parking standards; and*
 - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

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

The Subject Lands are located within the Bolton GO Station (MTSA). The proposed development implements the applicable Transit Corridor and Station Area policies through the provision of higher density land uses and building forms and assists in achieving a minimum density of 150 residents and jobs combined per hectare.

Housing

Achieving a range and mix of housing options, including affordable housing, to serve all sizes, incomes, and ages of households is a key component of the Growth Plan. Section 2.2.6 of the Growth Plan provides policies relative to the diversification of housing types and tenures and dictates that a greater variety of appropriate residential uses will be supported to accommodate the growth forecasts. Municipalities will promote a range and mix of residential uses by:

Section 2.2.6

1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a. *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*
 - b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
 - c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
 - d. *address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and*
 - e. *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*
2. *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a. *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b. *planning to achieve the minimum intensification and density targets in this Plan;*
 - c. *considering the range and mix of housing options and densities of the existing housing stock; and*
 - d. *planning to diversify their overall housing stock across the municipality.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*
5. *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*

The development applications proposed for the Subject Lands with a variety of land use and building typologies resulting in an estimated total of 1,058 residential units. The proposal will

support the provision of a diversity of housing opportunities and unit sizes within this new community area. The proposal recognizes that the provision of affordable housing is a requirement and that much of the existing stock of housing consists of principally single detached residences. The proposed development diversifies the housing stock in the Town in alignment with future anticipated needs and housing targets identified further in Table 4 of Chapter 5 of the Peel Region Official Plan what states “that 50% of all new housing units are in the forms other than detached and semi-detached houses.”

Infrastructure to Support Growth

Section 3.2 of the Growth Plan contains policies for integrated approaches to planning in order to optimize existing and future planned infrastructure to support growth. Section 3.2.1 states that:

1. *Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan.*
2. *Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:*
 - a. *leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
 - b. *providing sufficient infrastructure capacity in strategic growth areas;*
 - c. *identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
 - d. *considering the impacts of a changing climate.*
3. *Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.*

Section 3.2.2 further states that:

2. *The transportation system within the GGH will be planned and managed to:*
 - a) *provide connectivity among transportation modes for moving people and for moving goods;*
 - b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for tripmaking and supporting the use of zero- and low-emission vehicles;*

- d) *offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*
 - e) *accommodate agricultural vehicles and equipment, as appropriate; and*
 - f) *provide for the safety of system users.*
3. *In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.*
4. *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
- a) *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
 - b) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives*

Section 3.2.6 (2) states:

Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:

- a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
- b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*

In addition to the above noted policies, Section 3.2.7 addresses matters relating to stormwater management and states:

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

- d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

The Subject Lands are located within an MTSA, being a Strategic Growth Area per the Growth Plan. As part of a secondary plan area, the subject lands will provide for compact development including a mix of uses at higher densities that will be serviced by planned municipal services and infrastructure. A comprehensive Functional Servicing and Stormwater Management Report prepared by Urbantech for the overall secondary plan area and proposed draft plans of subdivision addressing the servicing strategy for the subject lands has been completed which describes how the subject land will be serviced.

Protecting What is Valuable – Natural Heritage System

Section 4 of the Growth Plan provides policies respecting the identification, protection and management of specific natural environmental features. The Community Wide CEISMP that was prepared for the Secondary Plan Area including a Tree Inventory and Preservation Plan has fully evaluated the subject lands. The proposed development plan implements the findings of this reporting through the preservation of Blocks 50, 51 and 60 as part of the Natural Heritage System which includes floodplain, a collection of local wetland areas and headwater drainage features.

Summary:

The Growth Plan promotes and directs development to the Designated Greenfield Areas and specifically recognizes the need for more efficient utilization of land, compact building form and supports the principle of higher densities in appropriate areas, with planned civil and transportation infrastructure. A summary of how the proposed development implements the key policies of the Growth Plan is provided as follows:

- Integrates planned infrastructure and investment with land use planning to achieve complete communities;
- Promotes transit supportive and pedestrian friendly development;
- Directs development to a Designated Greenfield Area of the Town of Caledon.
- Promotes the development of a ‘complete’ community by introducing a more diverse form of residential housing than what currently exists in the municipality.
- Locates development in a new planned community area that will include convenient access to planned local amenities, municipal water and wastewater systems.
- Assists Peel Region in achieving its prescribed population target and will accommodate a share of the anticipated population growth in the Town of Caledon to the year 2051.

- Accommodates higher densities commensurate with the MTSA /Strategic Growth Area.
- Protects natural features where appropriate.

Based on the above analysis, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

7.2 BILL 23, MORE HOMES BUILT FASTER ACT, 2022

On October 25, 2022 the Province introduced Bill 23, the More Homes Built Faster Act 2022, that proposes extensive changes to the policy-led planning and land development system under which municipalities in Ontario work. The Bill proposes to amend numerous Acts including the: City of Toronto Act, 2006 Planning Act, Conservation Authorities Act, Development Charges Act, 1997, Municipal Act, 2001, New Home Construction Licensing Act, 2017, Ontario Heritage Act, Ontario Land Tribunal Act, and the Ontario Underground Infrastructure Notification System Act, 2012. The Province's stated goal for the Bill is to facilitate the construction of 1.5 million new homes by 2031. Bill 23 received Royal Assent on November 28, 2022.

The More Homes for Everyone Act, 2022, signals to municipalities that there is a need to approve develop new housing in a timely manner, as required by provincial legislation. The bulk of these homes will be built in 29 municipalities, requiring each municipality to develop “pledges” on how they will meet their assigned quota. The Province required the pledges to be received by March 1, 2023 where Caledon pledged on March 21, 2023 that the Town will meets its housing target of 13,000 residential units by 2031 as set by the Province.

The proposed development is consistent with new Provincial policy directions established through Bill 23 and supports the general concept to create new housing to meet forecast targets ensuring long-term affordability, availability, and access. The proposed development will assist the Province in meeting its goal of building 1.5 million homes in 10 years and increasing housing supply and improving affordability.

7.3 BILL 97, HELPING HOMEBUYES, PROTECTING TENANTS ACT, 2023

On April 6, 2023, the Minister of Municipal Affairs and Housing introduced Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023, the latest step in the Province’s housing supply action plan and to meet the target of constructing 1.5 million new homes by 2031 as set out in Bill 23. The Bill proposes to amend numerous Acts including the: Building Code Act, 1992, City of Toronto Act, 2006, Development Charges Act, 1997, Ministry of Municipal Affairs and Housing Act, Municipal Act, 2001, Planning Act, and the Residential Tenancies Act, 2006. The Province’s stated goal for the Bill is to strengthen homebuyer protections, support tenants, and streamline the rules

around land use planning through amendments to the above noted Acts. As of June 5th, 2023, Bill 97 has been sent to receive Royal Assent.

Among other matters, its primary change to the land use planning framework is the creation of a new Provincial Policy Statement which will replace the Provincial Policy Statement and the Growth Plan with a single overarching planning policy document. The new PPS makes substantial and sweeping changes to the land use planning framework with the intent of removing barriers for the implementation of the province's Housing Supply Action Plan which is intended to support the goal of constructing 1.5 million new homes by 2031. This includes to the cultural heritage and archaeology policies and definitions which have been revised. The commenting period for the Bill ended on June 5, 2023. It is expected that the new PPS will come into effect in 2024 although a specific date has not been set.

Based on the above, it is clear that there is a need to approve new housing supply in the Province, including the Town of Caledon, through its housing supply action plan. The proposed development implements the goals and objectives of Bill 97 by supporting increased density and building more homes.

7.4 REGIONAL POLICY

7.4.1 REGION OF PEEL OFFICIAL PLAN (2022) (PROP)

Peel Region is anticipated to grow to approximately 2.28 million residents and 1,070,000 jobs by 2051. In order to plan for and accommodate this growth, Peel Region has reviewed and updated its Official Plan ('ROP'). Regional Council adopted the new Official Plan on April 28, 2022 and it was subsequently approved, with modifications, by the Ministry of Municipal Affairs and Housing in November 2022. The 2022 ROP replaces the previous 1996 ROP as amended.

The Regional Official Plan provides a long-term strategic policy framework for guiding growth and development in Peel, while protecting the environment, managing resources, and outlining a regional structure that supports 'complete' communities.

A review and analysis of relevant policies contained in the PROP is provided below.

The Subject Lands are designated as "Urban System" and "Bolton Residential Expansion Settlement Area" as shown on Schedule E-1 of the Peel Region Official Plan (2022). Schedule E-3 indicates that the lands fall within the Designated Greenfield Area and Schedules E-2 and E-5 also apply Primary Major Transit Station Area designation to the subject lands.

FIGURE 17: Schedule E-1 – REGIONAL STRUCTURE – PEEL REGION OFFICIAL PLAN (★ SUBJECT LANDS)

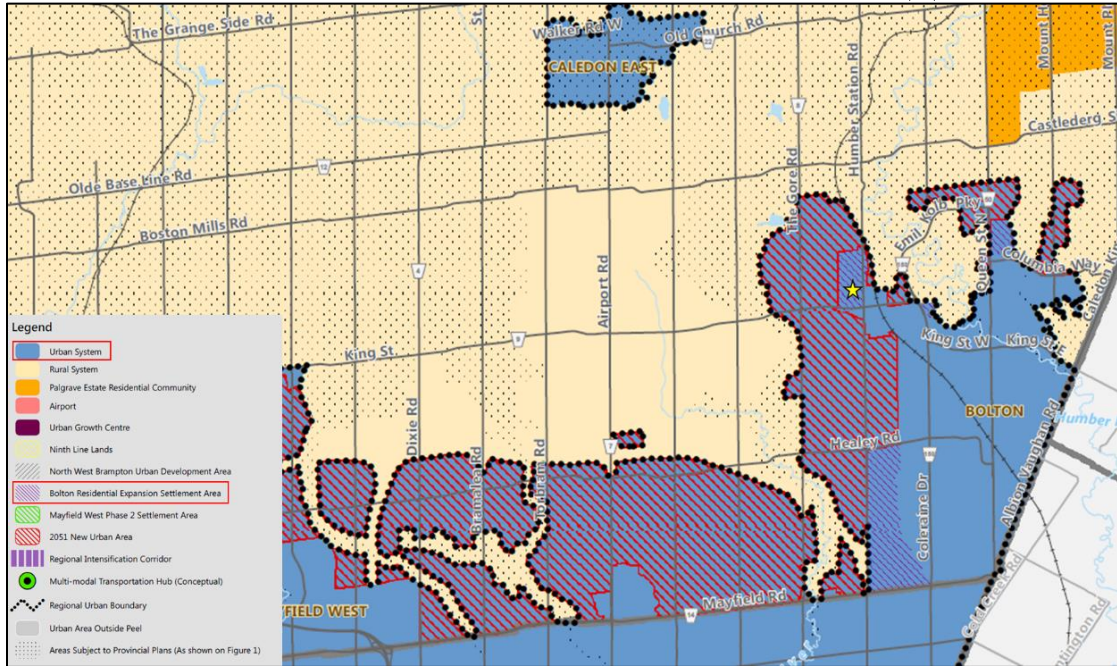


FIGURE 18: Schedule E-3 – GROWTH PLAN POLICY AREAS (★ SUBJECT LANDS)

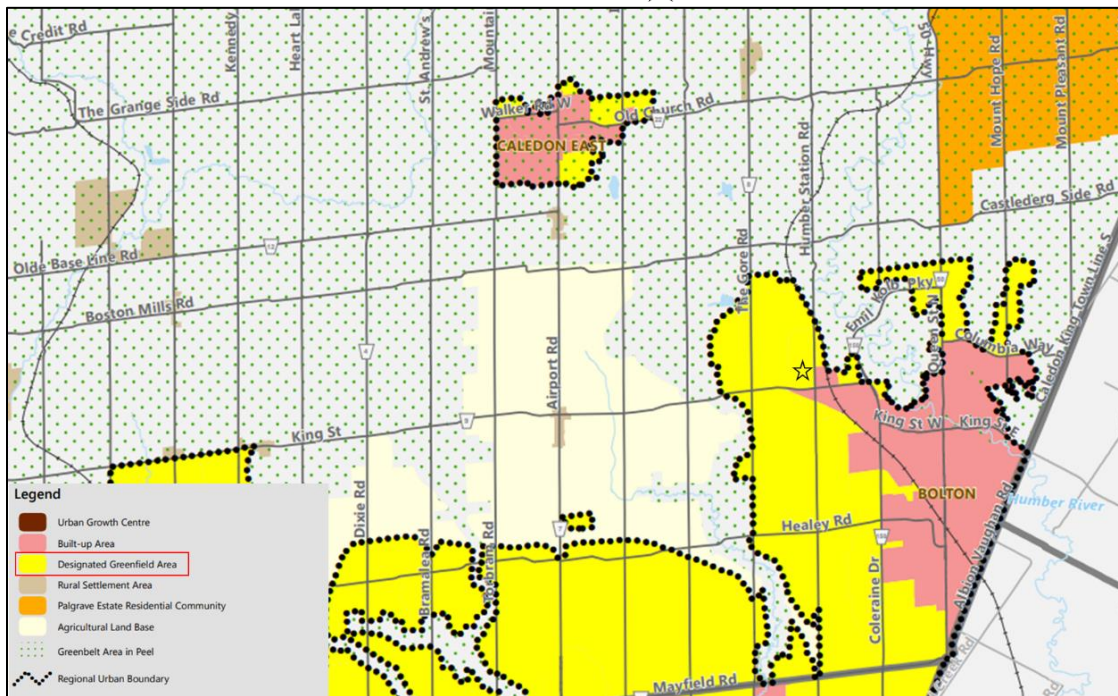


FIGURE 19: Schedule E-2 – STRATEGIC GROWTH AREAS – PEEL REGION OFFICIAL PLAN (★SUBJECT LANDS)

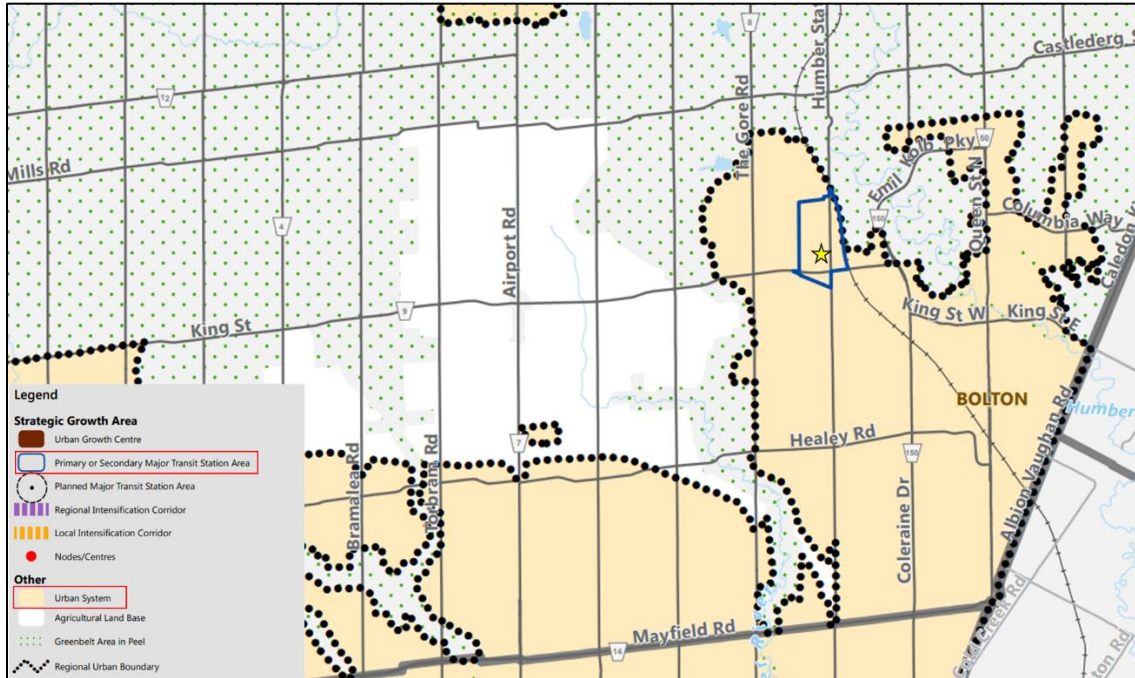


FIGURE 20: Schedule E-5 – MAJOR TRANSIT STATION AREA – PEEL REGION OFFICIAL PLAN (★SUBJECT LANDS)



Chapter 5 – Regional Structure contains broad planning goals, objectives and policies designed to support development of complete communities while addressing provincial policy and respecting the natural environment.

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

Growth Management

5.4.1

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.2

5.4.2 To establish minimum intensification, employment density, and greenfield density targets.

5.4.3

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

5.4.6

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

5.4.7

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

5.4.8

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

5.4.10

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and

have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.12

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

5.4.19

5.4.18.19 Direct the local municipalities to show the Delineated Built-up Area and the Designated Greenfield Areas in their official plans.

5.4.19.1-5.4.19.5

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

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

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

5.4.19.4 To protect and enhance the natural environment and resources.

5.4.19.5 To manage greenfield growth to support Peel's economy

The subject lands as noted above are located within the Urban System, the Bolton Residential Expansion Area and within a MTSA being a Strategic Growth Area wherein the proposed density being 124 uph has taken these factors into account. This growth and density will optimize the infrastructure that is planned to be built for the secondary plan area which has been further outlined in the supporting studies completed for this application including FSR, CEISMP and TIS. The secondary plan as proposed has been designed as a complete community wherein it will contain a broad range of land uses that are transit supportive, promote a variety of forms of modes of transportation (walking, cycling etc) and accommodate people at all stages of life by virtue of the building typologies being proposed. The subject lands fit within the secondary plan and provide open space/park and swm pond along with preservation of relevant natural heritage elements. Further to such, a variety of building forms, unit typologies and associated densities are also proposed which address variety of housing and age ranges.

Urban System

5.6.2

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

5.6.3

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

5.6.4

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

5.6.6

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.7

5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

The subject lands being within a new community area and an MTSA have been designed to contain a broad range of land uses that are transit supportive and promote active transportation. The subject lands provide recreational opportunities including open space/park and swm pond along with preservation of relevant natural heritage elements. Further to such, a variety of building forms, unit typologies and associated densities are also proposed which address variety of housing and age ranges.

Strategic Growth Areas

5.6.17.1

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

5.6.17.3

5.6.17.3 To recognize that Strategic Growth Areas have varying capacities to accommodate future residential and employment growth.

5.6.17.4

5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

5.6.17.5

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

5.6.17.6

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

5.6.17.9

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

- a) defines the character;
- b) establishes transit-supportive density targets;
- c) considers housing needs in accordance with Policy 5.9.7;
- d) implements a phasing plan that sequences development in an orderly manner, coordinated with the provision of Regional and local infrastructure, transit, and services;
- e) addresses land use compatibility, in accordance with the requirements of PPS and provincial standards, guidelines and procedures. No sensitive land uses shall be permitted within Strategic Growth Areas, unless the PPS land use compatibility policies have been satisfied, including reviewing alternative locations;
- f) considers the identification and conservation of cultural heritage resources;
- g) considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management; and
- h) considers connections and enhancements to the natural heritage system.

The subject lands are located within a new community area and also being located within an MTSA are a Strategic Growth Area. A secondary plan (LOPA) has been undertaken by the landowners group which builds upon extensive background study and stakeholder consultation and provides a comprehensive plan and further Framework Plan supported by study requirements that are necessary to facilitate draft plan of subdivision and zoning approvals within the area. The applicant has further provided community wide reports as necessary to demonstrate how the proposed applications conform to and / address the study work as well as the conclusions and recommendations. Natural features have been studied and addressed and further reflected in the draft plan of subdivision. As the subject lands fall within the designated greenfield area, densities have been established which will meet/exceed the minimum requirements of 50 people/jobs per ha as set out in the Growth Plan and 70 people /jobs per as per the PROP and further contribute to the MTSA densities as set out in Table 5 of the POP.

Major Transit Station Areas

5.6.19

As previously indicated Schedule E-5 identifies the subject lands being located within MTSA (HUB-1). Table 5 – Minimum Densities of MTSAs (Section 5.6.19.19) indicates that the it is a Primary Classification and has a minimum density target of 150 persons and jobs per hectare. The POP states that “Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. These areas are a critical element in the Region’s growth management strategy,

with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit.”

The PROP also recognizes that each station will be unique and be influenced by its local condition, growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-supportive development in the short-term but will be protected for future transit-supportive development. The 800 metre radius around stations or stops is used as the initial area to be assessed when Major Transit Station Areas are identified and to guide delineation. The delineated boundaries of Major Transit Station Areas will be the basis for implementation of these policies.”

5.6.19 .1

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

5.6.19 .2

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

5.6.19 .3

5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.

5.6.19 .4

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

5.6.19 .5

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

5.6.19 .6

5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a) Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

5.6.19.7

5.6.19.7 Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan.

5.6.19 .8

5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.19 .9

5.6.19.9 Direct the local municipalities to establish policies in their official plan for each Primary and Secondary Major Transit Station Area delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:

- a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;*
- b) The authorized use of land in the area and buildings and structures within the delineated boundary; and*
- c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.*

5.6.19.10

5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

- a) the minimum density for each Major Transit Station Area as prescribed on Table 5;*
- b) the minimum number of residents and jobs that will be accommodated within the Major Transit Station Area;*
- c) the permitted uses in each station that supports complete communities;*
- d) the character of the station area or stop;*
- e) the minimum height for land uses within the Major Transit Station Area;*
- f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;*
- g) identify and protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipalities and municipal and provincial transit authorities;*

- h) land use compatibility and the separation or mitigation of sensitive land uses in accordance with requirements of the PPS and provincial guidelines, standards, and procedures. This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;*
- i) protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;*
- j) a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space, accessible public amenities, and active transportation infrastructure;*
- k) strategies to support increased multi-modal access and connectivity to local and regional transit services in support of transit service integration;*
- l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;*
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, inclusionary zoning, community planning permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools;*
- n) land use in Major Transit Station Areas that overlap with Employment Areas which are identified on Schedule E-4, within an Area of Influence of major goods movement facilities and corridors, and subject to Policy 5.8.36.*
- o) foster collaboration between public and private sectors to support development within all Major Transit Station Areas, such as joint development projects; and*
- p) alternative development standards to support development within all Major Transit Station Areas, such as reduced parking standards and built forms.*

5.6.19 .11

5.6.19.11 Zoning by-laws shall be updated in a manner that implements the policies of 5.6.19.9 and 5.6.19.10 within three years from the date of provincial approval of a Primary or Secondary Major Transit Station Area boundary delineation.

5.6.19 .12

5.6.19.12 The status of transit infrastructure as shown on Figure 11 shall be considered when planning for development in Major Transit Station Areas.

5.6.19 .13

5.6.19.13 Require the local municipalities to establish policies that support growth and improved multi-modal access and connectivity on lands within delineated Major Transit Station Areas that have limited redevelopment potential.

5.6.19.14

5.6.19.14 *Ensure existing surface parking lots and other land uses within Major Transit Station Areas that do not meet the objectives of this Plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.*

5.6.19 .15

5.6.19.15 *Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.*

5.6.19 .16

5.6.19.16 *Work jointly with the local municipalities and Provincial government to periodically review the status of transit infrastructure as shown on Figure 11, comprehensive land use changes, and strategic considerations to evaluate reclassifying Planned Major Transit Station Areas identified on Schedule E-5 and Table 5 to be Primary or Secondary Major Transit Station Areas in accordance with Policy 5.6.19.6. 5.6.19.17 Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary Major Transit Station Area through a Regionally initiated Official Plan Amendment in accordance with Section 16(16) of the Planning Act.*

5.6.19.18

5.6.19.18 *Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy.*

5.6.19 .9

5.6.19.9, *proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:*

- a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;*
- b) Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;*
- c) Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;*
- d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;*
- e) Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;*
- f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;*
- g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;*

h) Supports high quality public realm improvements to enhance the Major Transit Station Area; i) Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

5.6.19 .19

5.6.19.19 Work jointly with the Ministry of Transportation, Metrolinx, and local municipalities to identify additional transit stations that may be approved in the future, through initiatives such as the GTA West Transportation Corridor Environmental Assessment and additional transit stations that will support growth and the movement of people in Designated Greenfield Areas, as Major Transit Station Areas on Schedule E-5 of the Region of Peel Official Plan. Region of Peel Official Plan C

Extract of Table 5 – Minimum Densities of Major Transit Station Areas

| | Code | Station Name | Municipality | Growth Plan Priority Transit Corridor Station | Classification | Additional Policy Area | Minimum Density |
|-------------|-------|-------------------------|-----------------------|---|----------------|----------------------------|-----------------|
| Transit Hub | HUB-1 | Bolton GO | Caledon | No | Primary | - | 150 |
| | HUB-2 | Mayfield West | Caledon | No | Planned | - | N/A |
| | HUB-3 | Steeles at Mississauga | Brampton | No | Primary | Designated Greenfield Area | 160 |
| | HUB-4 | Trinity Common Terminal | Brampton | No | Planned | - | N/A |
| | HUB-5 | Bramalea Terminal | Combined; See QUE - 6 | No | - | - | - |

Table 5 identifies the MTSA as HUB-1 Bolton GO Caledon with a minimum density of 150 persons and jobs per ha.

On March 5 2021 O.Reg 171/21 and Map 258 associated with such were issued by the Province of Ontario which provides zoning for the subject lands in recognition of its MTSA status. The Town of Caledon has undertaken a study for the MTSA that encompasses a broader area which was adopted in March 2024.

The proposed development of the subject lands will implement the MTSA density and development requirements as set out in the proposed secondary plan. As previously discussed, the applications provide for active transportation and infrastructure in terms of sidewalks and MU facilities that will connect in a seamless manner with adjacent developments. The proposed housing density and building typologies provide for variation that reaches a broad age spectrum and housing price range.

5.6.20 – Designated Greenfield Area

The subject lands are located within the Bolton Residential Expansion Area which is located in the Designated Greenfield Area wherein growth is expected to occur. Greenfield areas are to be carefully planned to allow for the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services.

Designated Greenfield Areas will be developed in accordance with Section 5.4.19 Greenfield Density which states that the minimum density target is 70 residents and jobs combined per hectare.

The proposed secondary plan and framework plan will implement the Greenfield Policies. The background study work required to support the secondary and framework plan have been completed and provide details respecting roads, lot patterns, stormwater management, facilities, park locations, proposed residential densities and employment uses, and densities, etc.

The proposed densities include Medium Density with 93 units per hectare (UPH), Street Townhouses with 45 UPH, Rear Lane Towns with 78 UPH, Back-to-Back Towns with 106 UPH and Apartments with 186 UPH. Densities proposed for the subject lands are contained in Section 5 (Development Proposal) of this report.

Objectives

5.6.20.1

5.6.20.1 To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in Designated Greenfield Areas.

5.6.20.2

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

5.6.20.3

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

5.6.20.4

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

5.6.20.5

5.6.20.5 *To ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.*

5.6.20.6

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

5.6.20.7

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

5.6.20.8

5.6.20.8 *Designate and delineate new Designated Greenfield Areas, as shown on Schedule E-3.*

5.6.20.9

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

5.6.20.10

5.6.20.10 *Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.*

5.6.20.11

5.6.20.11 *Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.*

5.6.20.12

5.6.20.12 *Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and*

layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

5.6.20.13

5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

A staging plan has been prepared and will be implemented to ensure logical growth occurs per planned servicing infrastructure and transportation requirements. The proposed development coincides with the proposed secondary plan and framework plan in a seamless manner which established a strong neighbourhood centre. Natural features have been recognized and incorporated into an Environmental Protection Area designation and implemented within the draft plan of subdivision and zoning. The proposed road network and transportation system is well defined and encourage active transportation and transit ridership for the subject lands through design of the roads and proximity to the future transit station. The proposed development will provide a variety of units types and building forms thereby addressing a broad spectrum of age groups, price range for future residents.

2051 New Urban Area

The Subject Lands are located with the 2051 Urban Boundary and specifically the Bolton Residential Expansion area which is subject to the following site specific policies.

5.6.20.14.22 Bolton Residential Expansion, Caledon

The Bolton Residential Expansion Settlement Area will accommodate approximately 11,100 residents and 3,600 jobs and comprises approximately 245 hectares (of developable lands) as identified on Schedule E-1. The following special policies shall apply to the Bolton Residential Expansion Settlement Area.

The Bolton Residential Expansion Settlement Area will contribute to the development of the Bolton urban area to be a complete community by planning for an appropriate mix of jobs, employment lands, local services, housing, including affordable housing, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. The provision of Regional infrastructure will be staged and financed in a manner that is

consistent with the financial management and capabilities of the Region. Health considerations will be included in the planning approval process to facilitate physical activity through active transportation to optimize the health promoting potential of the community.

5.6.20.14.22.1

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

Phasing of Development, Staging of Regional Infrastructure and Financial Agreements

a) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to the Region's satisfaction that provides for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

b) In accordance with Policy 7.11.18 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a financial and implementation plan to the Region's satisfaction that includes the execution of any financial agreements for the provision of Regional infrastructure. This may require front-end financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the development, consistent with a phasing plan.

c) In implementing a) and b) above, more than one local official plan amendment and/or secondary plan may be considered, in which case the Region may provide for an area to address the above requirements independently. Where an area is to be serviced, the Region may require limitations to be placed on development and servicing of an area, or a portion of an area, consistent with a phasing plan.

Transportation

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

Housing Assessment

e) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare a housing assessment in consultation with the Region in order to include policies for the provision of affordable housing. The housing assessment shall address:

i) Contribution towards the achievement of Regional new housing unit targets;

- ii) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and,*
- iii) Identification and conveyance strategy for affordable housing, in consultation with the Region.*

Healthy Communities and the Built Environment

f) The Town of Caledon will conduct a health assessment of the secondary plan that implements the settlement area boundary in consultation with the Region, and that results are reported to Town Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework.

g) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any development, and that results are reported to Town Council in consultation with the Region. The health assessment must be completed in accordance with the Region of Peel's Healthy.

Development Framework.

h) Integrate the Region of Peel's Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.

i) The Region and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.

Natural Heritage

j) Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to the Region, the Town of Caledon and the Toronto and Region Conservation Authority, in consultation with relevant agencies.

k) The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.

l) Minor refinements to the boundary of the community may be incorporated in the local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 245 hectares of developable lands are included.

Agriculture

m) Prior to the Town of Caledon adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will prepare an agricultural impact assessment to be completed in accordance with terms of reference prepared to the satisfaction of the Region and Town of Caledon, in consultation with relevant agencies. The agricultural impact assessment will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the agricultural impact assessment shall be incorporated into the Town of Caledon Official Plan and Secondary Plan, as appropriate, and will include policies, at a minimum, that will:

- i) Identify through mapping any Provincial minimum distance separation (MDS) I calculated setback (the Setback Area) that extends into the Bolton Residential Expansion Settlement Area;*
- ii) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Bolton Residential Expansion Settlement Area Secondary Plan;*
- iii) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula;*
- iv) Promote land use compatibility where agricultural uses and non- agricultural uses interface;*
- and,*
- v) Require mitigation of potential impacts of development on surrounding agricultural operations and land to the extent feasible.*

In support of the above noted study requirements, the landowners group have completed and submitted the required studies in support of the secondary plan and framework plan. Further to such, comprehensive reports as may have been required have also been completed in support of the draft plan of subdivision. These reports are seamless and fully integrated without departure.

Housing

5.9

Objectives

5.9.1

5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

5.9.2

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

5.9.5

5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

Policies

5.9.11

Requires a housing assessment for planning applications of approximately 50 units or more.

Table 4 – Peel-Wide New Housing Unit Targets

The proposed development will provide a compact form and higher density of development that is integrated with the secondary plan in a seamless manner. Given the range of building typologies proposed in addition to the absence of single or semi detached housing the proposed application addresses Table 4. The PROP requires that a housing assessment be prepared for applications containing 50 units or more. This was completed for the secondary plan which included the subject lands.

Transportation System

Transportation System

5.10.13

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

5.10.16

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

The proposed development has been designed to be compact in nature given its location in the MTSA /Strategic Growth area. The development being a seamless interface with adjacent developments, the secondary plan and framework plan will create a complete community with complete streets that will optimize the planned transportation infrastructure for this area.

Summary:

The proposed development supports these policies of the PROP as it:

- Is located within the Urban System, Designated Greenfield Area being the Bolton Residential Expansion Area that is also within a MTSA being a Strategic Growth Area wherein the proposed average density is 124 units per ha.
- will utilize Infrastructure that is planned to be built for the secondary plan area which has been further outlined in the comprehensive supporting studies completed for this application including FSR, CEISMP and TIS.
- Seamless with the secondary plan as proposed, which has been designed as a complete community wherein it will contain a broad range of land uses that are transit supportive, promote a variety of forms of modes of transportation (walking, cycling etc) which address variety of housing and age ranges.
- provides open space/park and swm pond along with preservation of relevant natural heritage elements.
- Does not propose single or semi detached housing and provides variation in building typology which will contribute to housing options and targets.
- through its compact form will optimize planned transportation infrastructure and complete streets.

In this regard, it is our opinion that the proposal conforms to the relevant policies of the Region of Peel Official Plan.

7.5 LOCAL POLICY**7.5.1 TOWN OF CALEDON OFFICIAL PLAN (2018)**

3.0 GENERAL POLICIES

3.1 SUSTAINABILITY

3.1.1 Introduction Sustainability, in its broadest sense, refers to the wise use of available resources to meet the needs of the present without compromising the ability of future generations to meet their own needs

3.1.3 Policies

3.1.3.7.1

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

The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design.

- *Integration of natural systems, features and functions into the design of the community in an ecologically compatible manner;*
- *Preservation of existing trees and other significant vegetation;*
- *Planting of native species on lands adjacent to the Town's natural heritage and ecosystem components and other appropriate natural system enhancements;*
- *Promotion of active and passive recreation such as walking and cycling in an integrated trail network;*
- *Providing access between residential and employment areas; -*
- *Optimizing existing public services and infrastructure;*
- *Energy and water efficiency and conservation techniques;*
- *Integration of renewable energy and locally produced or district energy, where appropriate;*
- *Promoting and protecting public health, well-being and safety;*
- *Public views of and, where appropriate, public access to natural features;*
- *Landform conservation;*
- *Appropriate protection and stewardship measures for greenways and/or watercourses;*
- *Design opportunities to introduce links that connect different areas of the Town, parks, walkways and trails, for an integrated community.*
- *Promotion of public transit and alternative forms of transportation which decrease automobile dependency;*
- *The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible parking for the physically challenged and universal design in housing;*
- *Compatibility between existing uses and new uses, including uses on lands adjacent to the Caledon boundary in neighbouring municipalities, considering such items as lighting, height, traffic, noise, dust, air quality, odours and vibrations;*
- *Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star; and,*
- *Alternatives to hard surfacing, where technically feasible and appropriate.*

3.1.3.7.2

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

The LOG completed Healthy Development Assessment dated June 2023 which was submitted in support of the Secondary Plan and achieves an overall gold score. The report addresses service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. The information used in the report mirrors the proposed development. Further to such a Healthy Development Assessment has been completed for the subject lands which achieves a score of 97%.

3.5 HOUSING

3.5.1 Introduction

The Town recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population. The housing policies that follow reflect the unique nature of the Town of Caledon's rural-based community as well as acknowledge the pressures of a transitioning urban landscape. With changing demographics and an increasingly diverse population, Caledon is seeking unique solutions to address housing needs for all income levels including affordable and special needs housing.

Consistent with the Sustainability and Growth Management policies contained in this Plan, the Town will encourage the creation of diverse housing types and tenures where there is sufficient existing or planned infrastructure to ensure the efficient use of existing resources and public services.

3.5.3 Policies

3.5.3.1

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 proposed development is located within a new community area/ urban area as identified in the RPOP. The subject lands will be serviced with appropriate infrastructure to accommodate the proposed development. Given that the lands are located within an MTSA/Strategic Growth Area they are appropriate for development at more compact and higher densities. The proposed development also addresses policy respecting housing and diversity in population given that no singles or semis have been contemplated and a variety of townhouse formats including apartment dwelling units are proposed.

4.0 TOWN STRUCTURE AND GROWTH MANAGEMENT

4.1 TOWN STRUCTURE

The present and planned structure of the Town of Caledon is based on a variety of historical, geographic and demographic factors and the Principles, Directions and Goals outlined in Chapter 2. The long-term structure of the Town will also be fundamentally influenced by Provincial Plans including the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan and the Growth Plan and the Region of Peel Official Plan, which affect the entire land base of the Town of Caledon. These Plans identify areas where growth should and should not occur and how much growth Caledon should plan for, and contain direction regarding the character of this growth. These Plans also establish a policy framework for managing renewable and non-renewable resources and planning for infrastructure investments.

4.1.1.2 Objectives

4.1.1.2.1

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

4.1.1.2.2

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

4.1.1.3 General Policies

4.1.1.3.1

4.1.1.3.1 Development of settlements will take place within the following hierarchy: a) Rural Service Centres – compact, well-integrated rural towns on full piped water and sewer services. Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.

4.1.6 Major Transit Station Study Areas

4.1.6.1 Introduction

Major Transit Station Areas are defined in the Growth Plan as the area around higher order transit stations and major bus depots within urban cores. These areas provide opportunities for focusing intensification and higher density residential, commercial and employment uses that will contribute to the viability of transit services and the creation of complete communities by providing housing diversity, convenient access to jobs, local services and public transportation.

Major Transit Station Areas also contribute to the achievement of the intensification and Greenfield Density targets set out in the Growth Plan. Major Transit Station Areas generally are defined in the Growth Plan as “the area within an approximate 500m radius of a transit station, representing about a 10 minute walk.” Major Transit Station Areas are to be “designated in official plans and planned to achieve increased residential and employment densities”.

The Region of Peel Official Plan requires the area municipalities to identify intensification areas such as Major Transit Station Areas and encourages the area municipalities to require a minimum density of 100 residents and jobs combined per hectare around major transit stations within the designated Greenfield area.

4.1.6.3 Policies

4.1.6.3.2

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

4.1.8 Community Form and Complete Communities

4.1.8.1 Introduction

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.

4.1.8.3 Policies

4.1.8.3.1

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.

4.2 GROWTH MANAGEMENT

4.2.2 Greenfield Density

4.2.2.1 Introduction

To create compact, efficient and complete communities, the Growth Plan requires that Greenfield development within each upper or single-tier municipality be planned to meet a density target of 50 residents and jobs combined per hectare.

In response to this Provincial direction the Region of Peel Official Plan states that the Region plans to achieve a minimum Greenfield density of 50 residents and jobs combined per hectare by 2031.

Caledon will make its best efforts to contribute to the achievement of the Regional Greenfield Density Target, however, this will be very difficult as employment lands in Caledon are generally at a density far below the Greenfield Density Target and are not expected to achieve 50 jobs per hectare in the future. Compensating for lower density employment lands will necessitate higher residential and population-related employment densities in the Rural Service Centres. Higher densities may be accommodated in part through the development of high density nodes such as the potential Major Transit Station Areas, but would not be desirable in residential neighbourhoods due to the lack of public transit and other necessary services and objectives for community form and character.

4.2.2.2 Objectives

4.2.2.2.1

4.2.2.2.1 To optimize the use of the Designated Greenfield Area.

4.2.2.2.2

4.2.2.2.2 To achieve compact urban forms within the Designated Greenfield Area.

4.2.2.3 Policies

4.2.2.3.1

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

4.2.2.3.2

4.2.2.3.2 Caledon will, through its community planning initiatives, identify higher density urban nodes and intensification corridors in appropriate locations within the Designated Greenfield Area to contribute to the achievement of the overall Regional Greenfield Density Target.

4.2.2.3.3

4.2.2.3.3 Should a Major Transit Station be located in Caledon, Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.

The subject lands are located within the PROP urban boundary area and the Bolton GO Station MTSA that is targeted with a minimum density of 150 persons and jobs per hectare. The proposed development application is compact and transit supportive in nature providing an average density of 124 persons and jobs per hectare in a variety of building typologies excluding single and semi detached units thereby meeting the policies and objectives of where and format of how growth is to occur. Further to such, the proposed development fits seamlessly in the proposed secondary plan and framework plan which in totality will be developed as a complete community with a distinct character as established by the Urban and Architectural Design Guidelines.

5.0 LAND USE POLICIES

The Schedules to this Plan identify various land use designations that apply to lands within the Town of Caledon. The policies pertaining to the specific land use designations identified on the Schedules to this Plan are outlined in this Chapter

5.9 TRANSPORTATION

5.9.1 Introduction

The Town's transportation system is an essential part of achieving the goals, objectives and policies of this Plan and it significantly influences both land use patterns and quality of life in the Town of Caledon. The transportation system is designed to service existing and future land uses and to facilitate the safe and efficient passage of people and goods throughout the Town. The Official Plan recognizes the important relationship between existing and future development and all transportation modes and their elements.....Caledon intends to support and promote efficient inter and intra-regional transit connections. However, Caledon does not currently own or operate a transit system, so a major shift from automobiles to transit use will require close collaboration with adjacent municipalities and the Region of Peel and also requires senior levels of government to assume an expanded role in providing and/or funding transit.

5.9.4 General Policies

5.9.4.4

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

5.9.4.6

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

5.9.5 Transportation System

5.9.5.4 Public Transit

In light of current and future growth planned in and around Caledon, and new Provincial policy directions requiring more compact and complete communities, a key future component of the Town's transportation system is the role of public transit. With greater Provincial emphasis on transit, the Town must continue to work with the Region, the Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions for the provision of transit services to key growth areas within the Town. These policies are intended to support the enhanced use and accessibility of public transit in general, and specific policies have been formulated with regard to the provision of expanded GO Bus Service, provision of GO Rail Service to Bolton, the optimum location of a GO rail station in Bolton, bringing Hurontario Street higher order transit into the Mayfield West community and advocating an expanded role for the Region of Peel in addressing the Town's transit needs.

5.9.5.4.2

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

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

5.9.5.4.4

5.9.5.4.4 The Town, with the assistance of the Region of Peel, will work with York Region to explore the possibility of the extension of future bus services on King Street, Highway 9 and Major Mackenzie Drive to key destinations in the Town.

5.9.5.6 Railways

5.9.5.6.1

5.9.5.6.1 The Town recognizes the importance of the railroad system within the transportation network and in this respect:

- b) The Town will seek financial assistance from senior levels of government for road/rail grade separations, where appropriate.*
- c) The Town will work in conjunction with senior levels of government and the rail companies in the planning and development of new rail facilities and the relocation/reconstruction of existing facilities, where improvements in freight movement and/or safety measures are primary concerns.*
- d) The Town will pursue the use of existing railway lines for future commuter passenger service.*
- e) The Town will protect residential areas from noise, glare and air pollution, subject to jurisdictional limitations, in accordance with established standards.*

The subject lands being located with the MTSA area and within walking distance of the proposed Go Station are appropriate for densities and land use being proposed as they will support the investment in transportation infrastructure. Further to such, site specific study work has been completed by BA Group in support of the proposed development which outline and confirm the appropriate phasing and staging as related to transportation requirements.

5.10 SETTLEMENTS

5.10.3.2

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

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

5.10.3.5

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

5.10.3.6

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

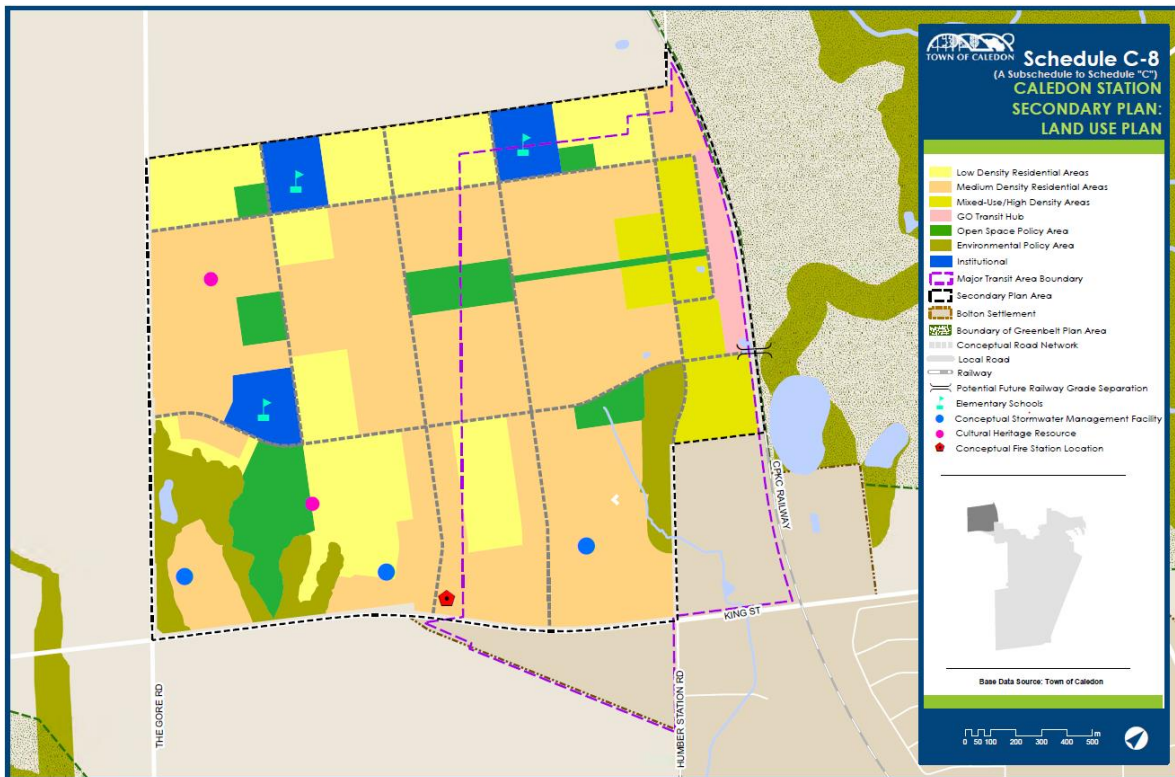
5.10.3.10

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

5.10.4.5 Bolton

The subject lands are located within the urban area of the PROP and applications to amend the COP are in process. Supporting studies have been prepared which are not limited to Comprehensive Environmental Impact Study, Functional Servicing Report, Transportation Study, Urban and Architectural Design Guidelines, Healthy Development Assessment, Fiscal Impact Study, Housing Assessment. The proposed applications for the subject lands seamlessly integrate with the proposed secondary plan and framework plan and study work completed to date has incorporated the proposed development as proposed for this new community area. The proposed secondary is contained in Appendix “A” to this report. It is anticipated the secondary plan will be incorporated in the to COP upon its approval. Schedule C-8 of the proposed secondary plan identifies that the subject lands are located within the MTSA Boundary for the Bolton Go Station and designates the subject lands as Medium Density Residential, Stormwater Pond Facility, Environmental Policy Area, Open Space Policy Area, Mixed – Use and Collector Road.

FIGURE 21 – Schedule C-8 – CALEDON STATION SECONDARY PLAN



Summary:

The Town of COP Plan provides strategic guidance for the physical development of the municipality while taking into consideration important transportation, social, economic and environmental issues and objectives. Looking towards the future, the Town will have to address spatial challenges as it grows to accommodate even more population and jobs in accordance with the Growth Plan. Between 2021 and 2051, the population is expected to grow from 80,000 in 2021 to 300,000 in 2051 as directed by the Peel Region Official Plan (2022). This represents an increase of 220,000 residents, a 266% increase, over a 30-year period. The proposed development meets the general intent of the Official Plan's policies and is representative of good planning based on the following considerations:

- Promotes transit-supportive densities in a Major Transit Station Area as required by the PROP.
- Contributes to service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- The subject lands will be serviced with appropriate infrastructure to accommodate the proposed development.
- The proposed development is seamless with the proposed Secondary Plan and Framework Plan being active development applications.
- The proposed development supports the Towns overall growth management strategy as it will contribute to the minimum greenfield density and assist the Town in meeting its prescribed targets.
- Introduces a built form that will broaden the mix of housing forms and range of unit types in order to satisfy the diverse needs of existing and future residents of the Town.

In that regard, the proposed development implements the overall vision and intent of the policies of the Town of Caledon Official Plan.

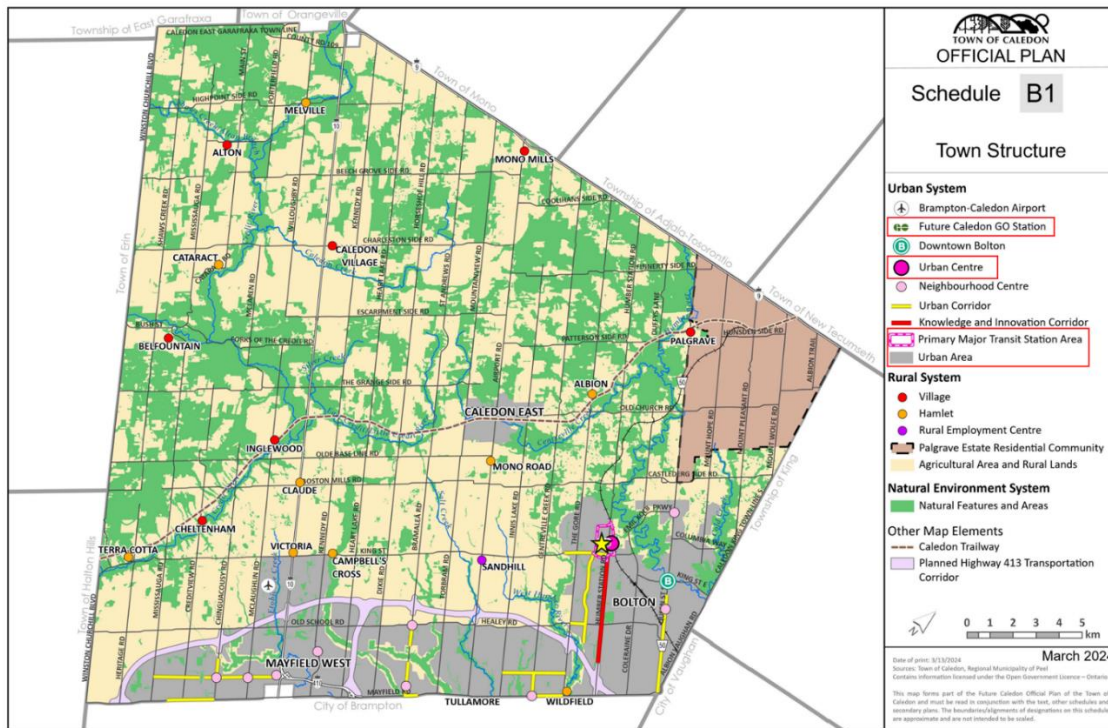
7.6.1 FUTURE TOWN OF CALEDON OFFICIAL PLAN (2024)- ADOPTED

The Towns Plan is intended to establish land uses within the town to 2051 and will complete the Official Plan process it commenced in phases. Phase 1 of The Future Caledon Official Plan (March 2024) was adopted by Council. The Plan has been prepared to conform with existing Provincial legislation, plans and policies, as well as the Region of Peel Official Plan as approved by the Official Plan Adjustments Act, 2023. Subsequent phases will include updated mineral aggregate resource

policies, intensification/Major Transit Station Area Policies, consolidation of a new Bolton Secondary Plan. These works are to be followed by further secondary plan review and new secondary plan preparation. Phase 1 of the Plan is currently with the Region of Peel for review and consideration. Should the document not be approved prior to July 1st 2024, the approval authority will be the Ministry of Municipal Affairs and Housing. Until the Plan is formally approved, the previous official plan as amended remains in full force and effect.

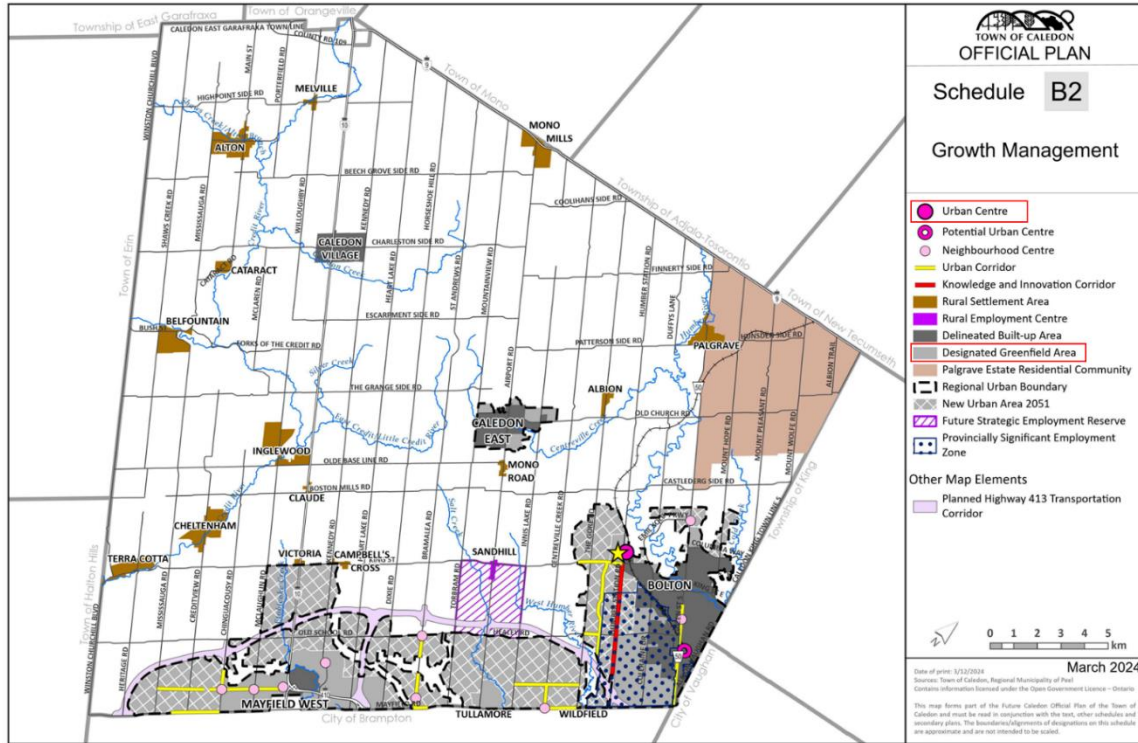
Schedule B1 – Town Structure identifies the subject lands as being located within the Urban System, within an Urban Centre and the Towns only Primary Major Transit Station Area.

FIGURE 22: Schedule B1 – TOWN STRUCTURE (★ SUBJECT LANDS)



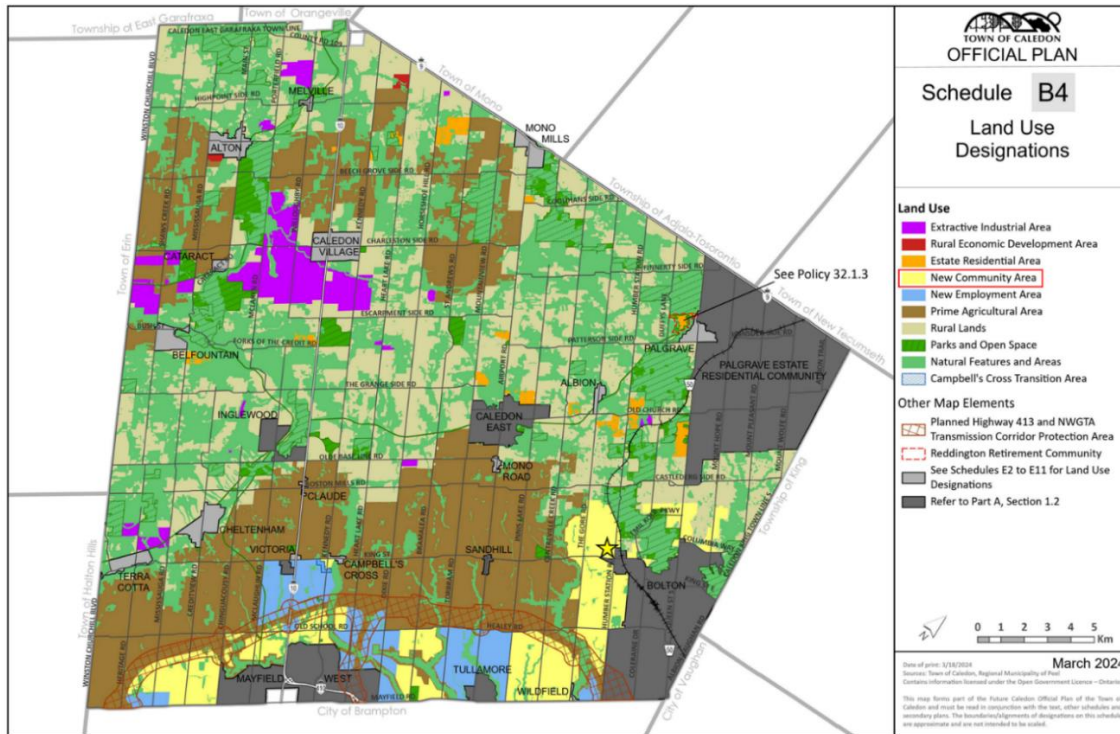
Schedule B2 – Growth Management identifies the subject lands as being Urban Centre and Designated Greenfield Area.

FIGURE 23: Schedule B2 – GROWTH MANAGEMENT (★SUBJECT LANDS)



Schedule B4 – Land Use Designations designates the subject lands as New Community Area.

FIGURE 24: Schedule B4 – LAND USE DESIGNATIONS (★SUBJECT LANDS)



Schedules C1 and C2 - Town-wide Transportation Network and Town-wide Road Right of Way Widths identify King Street as a Regional Arterial Road and Humber Station Road as Town Arterial with a planned right of way width of 36m. The subject lands are also located within the Primary Major Transit Station Area and Future Caledon GO Station symbol.

FIGURE 25: Schedule C1 – TOWN-WIDE TRANSPORTATION NETWORK (★SUBJECT LANDS)

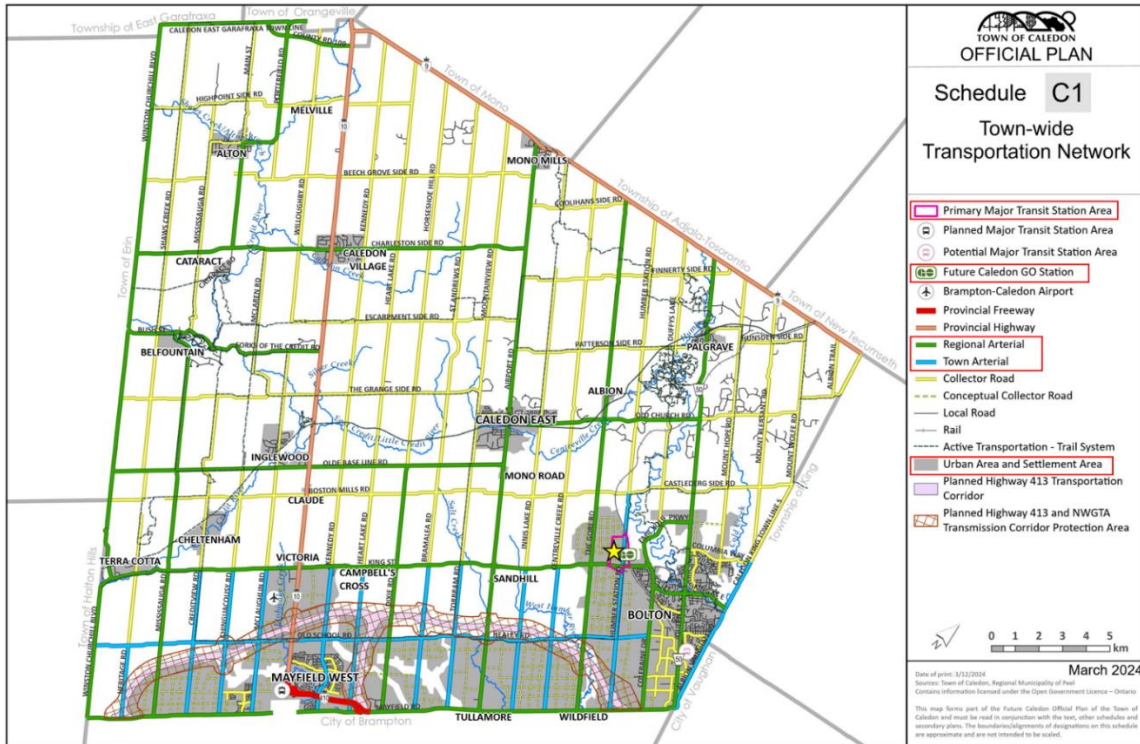
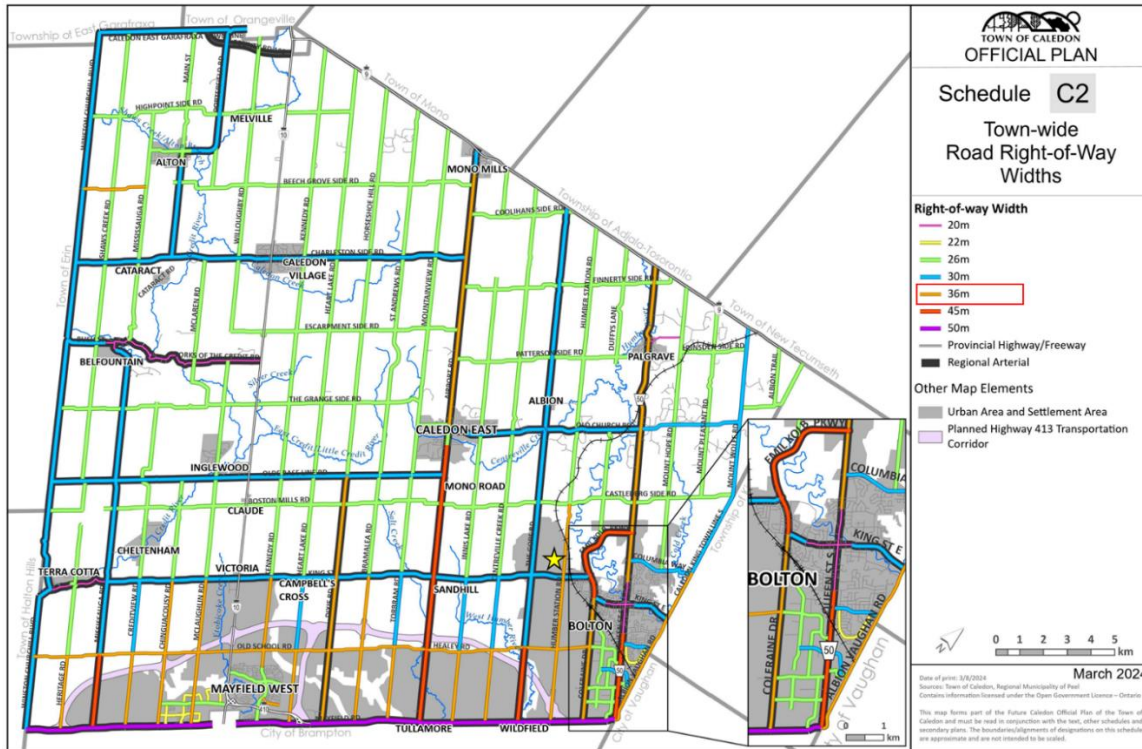
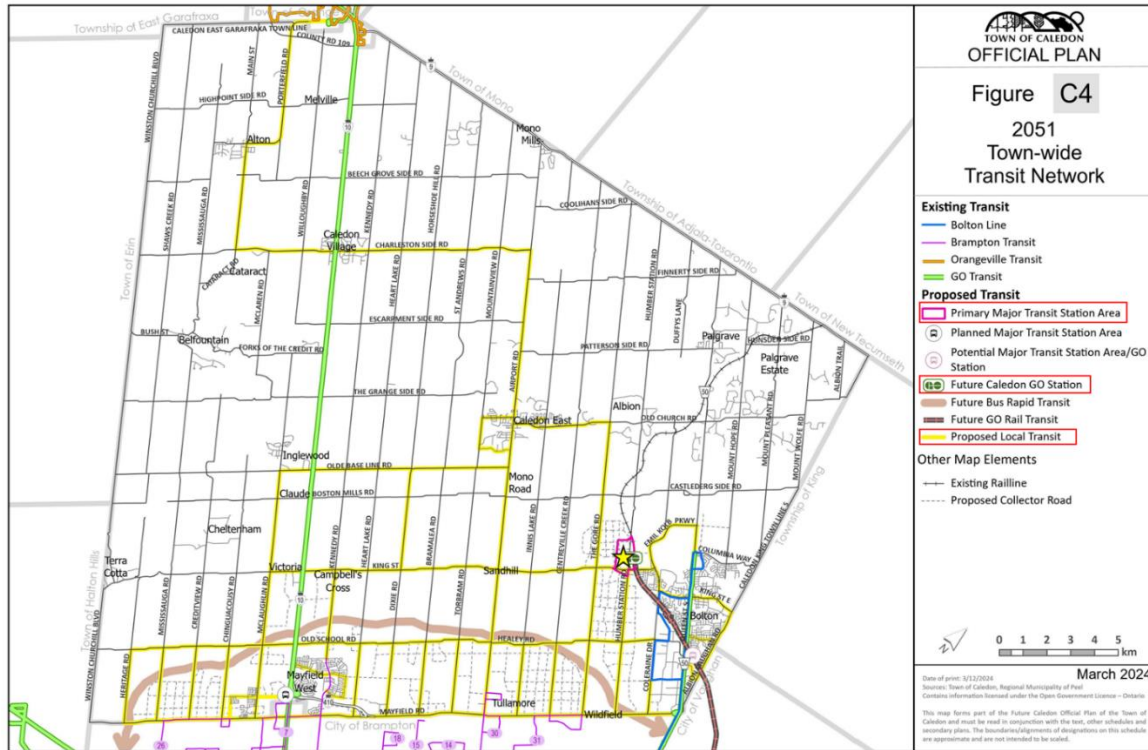


FIGURE 26: Schedule C2 – TOWN-WIDE RIGHT-OF-WAY WIDTHS (★SUBJECT LANDS)



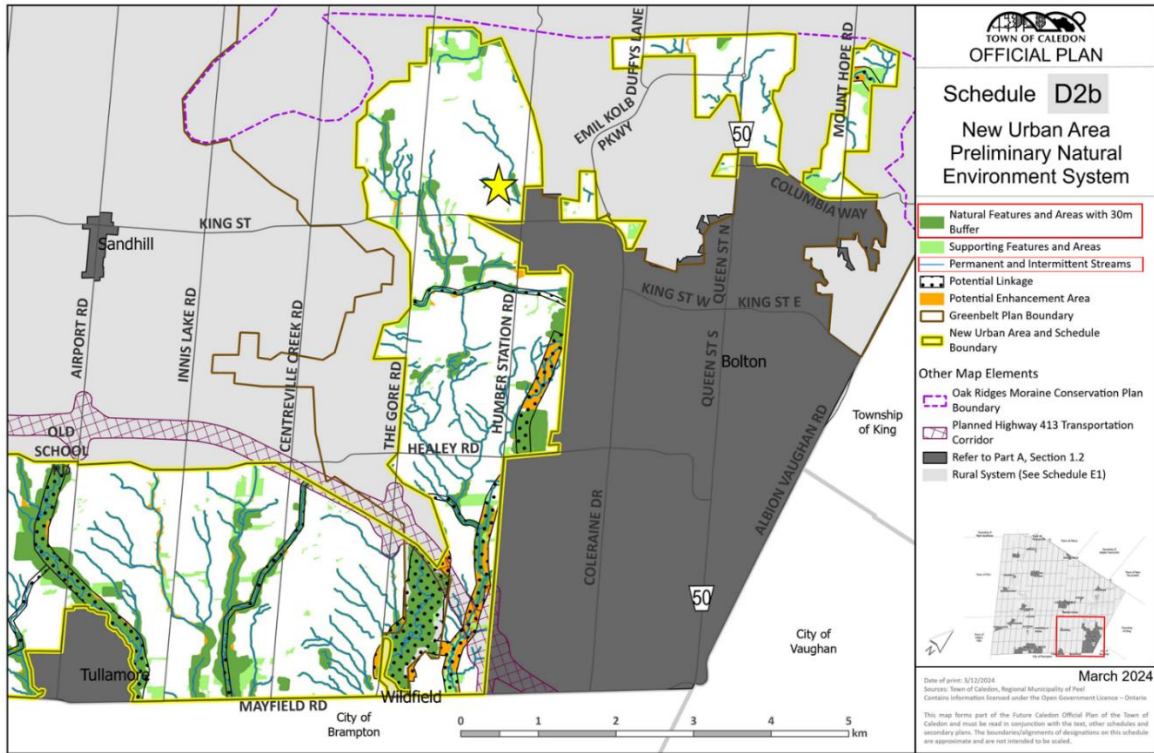
Schedule C4 – 2051 Town-wide Transit Network indicates that King Street and Humber Station Road south of King Street are identified for Proposed Local Transit. The subject lands are located within the Primary Major Transit Station Area, near the Future Caledon Go Station and alongside the Future Go Rail Transit line.

FIGURE 27: Schedule C4 – 2051 TOWN-WIDE TRANSIT NETWORK (★SUBJECT LANDS)



Schedule D2b – New Urban Area Preliminary Environmental System illustrates the presence of Permanent and Intermittent Streams as well as Natural Features and Areas with 30m Buffers being present on the subject site.

FIGURE 28: Schedule D2b – NEW URBAN AREA PRELIMINARY NATURAL ENVIRONMENT SYSTEM (★SUBJECT LANDS)



Schedule F1 and Figures F2b and F3 – Urban System Preliminary Community Structure Plan and Secondary Planning Areas. Collectively this Schedule and Figures indicate the subject lands are:

- located within the Primary Major Transit Station Area;
- part of an Urban Centre;
- within a New Community Area and Future Caledon GO Station;
- immediately north of King Street which is defined as an Urban Corridor; and
- located within Caledon Station Secondary Planning Area H5.

FIGURE 29: Schedule F1 – URBAN SYSTEM (★ SUBJECT LANDS)

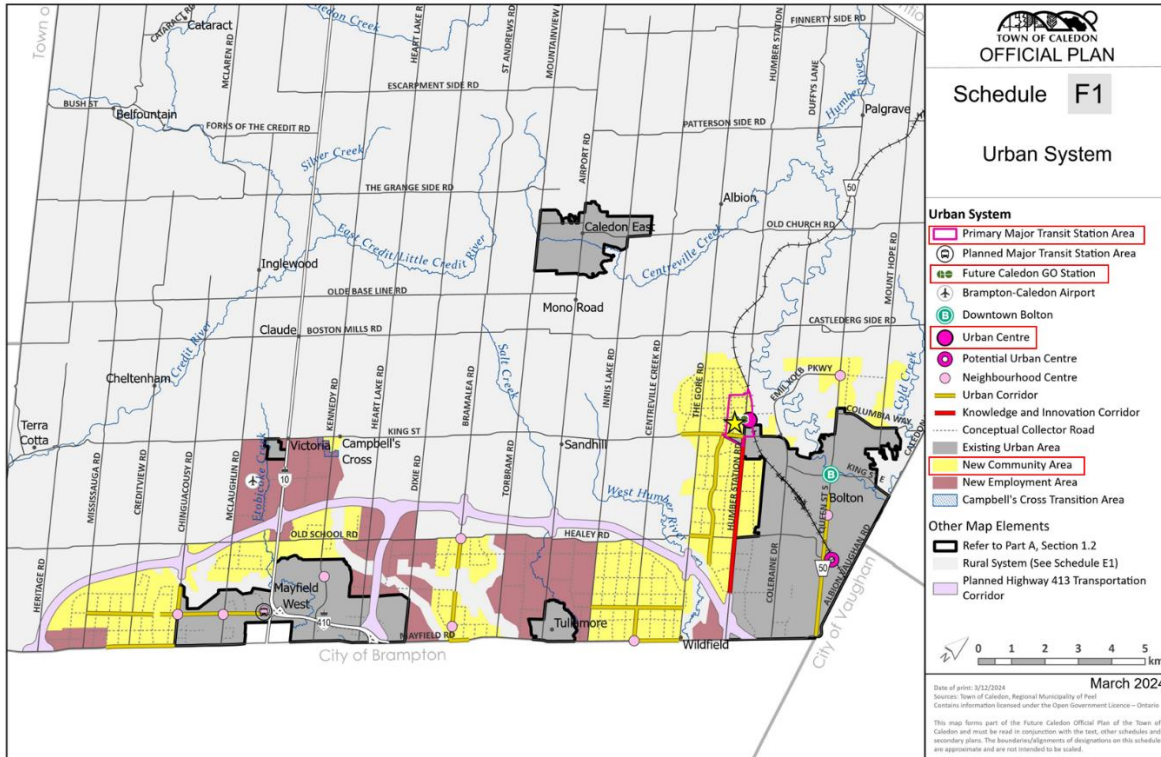


FIGURE 30: Figure F2b – PRELIMINARY COMMUNITY STRUCTURE PLAN (★ SUBJECT LANDS)

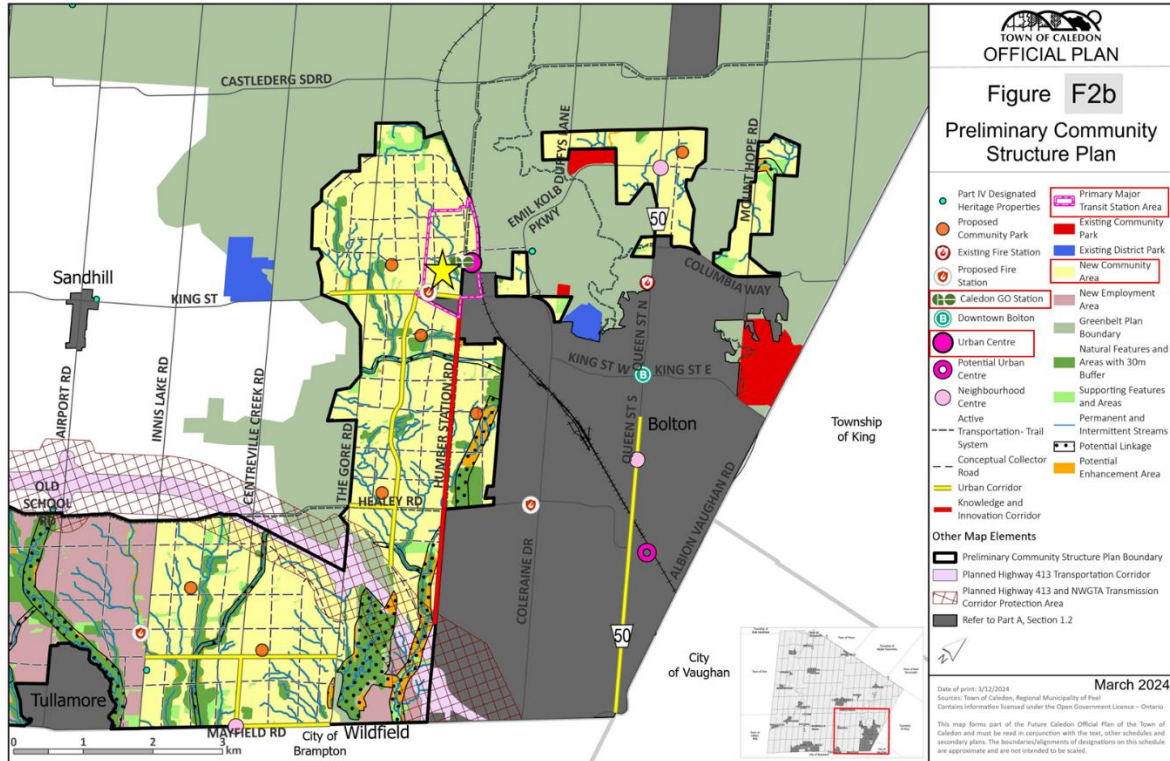
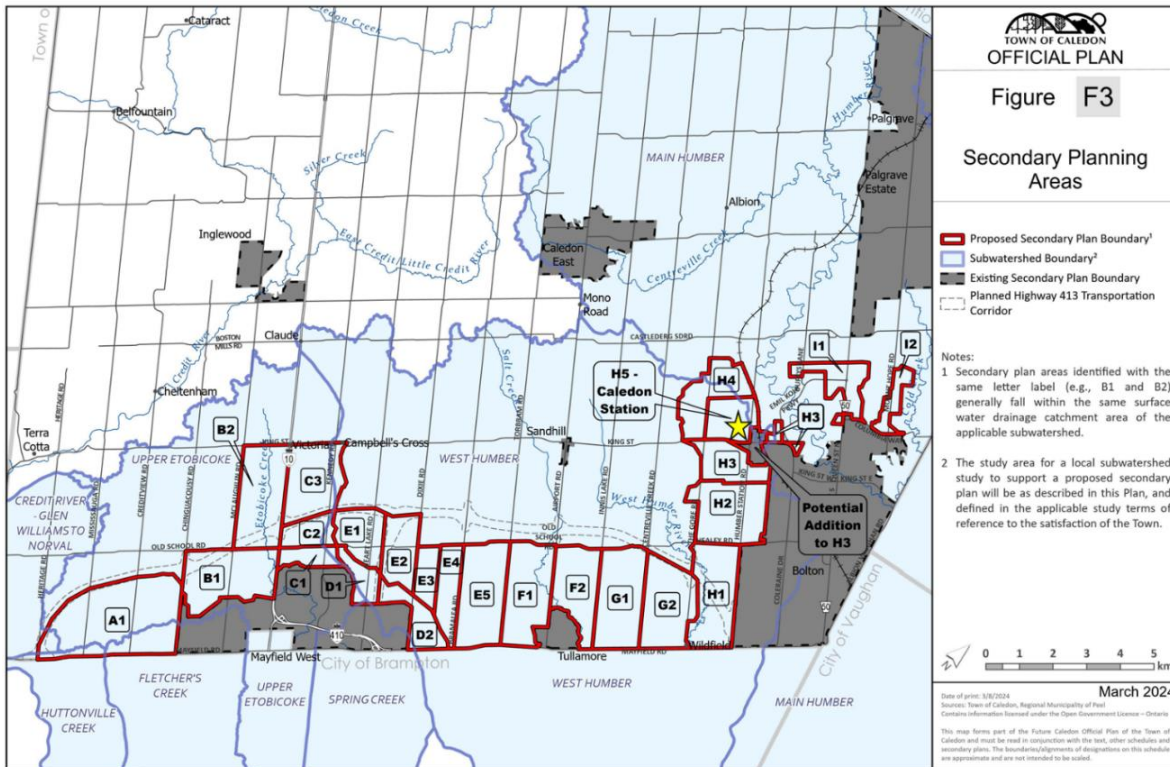


FIGURE 31: Figure F3 – SECONDARY PLANNING AREAS (★ SUBJECT LANDS)



4 Growth Management

The Town's population and employment is expected to significantly increase as per Table 4-1 in the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan. This growth is predominantly planned to be accommodated within the Urban Area as shown on Schedule B1, Town Structure where full municipal services are available or planned. It is within this area that the Town will require that all planning decisions contribute to the establishment of complete communities that are well-designed, transit-supportive, offer a variety of transportation choices and include a diverse mix of land uses in a compact built form. These communities will also be planned in a fiscally responsible manner, to accommodate people at all stages of life, have an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and public service facilities.

4.1.1 Growth Forecasts

4.1.1 This Plan establishes a land use planning framework to direct and manage growth to 2051 based on the following minimum forecasts:

Table 4-1: Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts

| | 2021 | 2024 | 2051 |
|------------|--------|---------|---------|
| Population | 81,000 | 200,000 | 300,000 |
| Households | 24,000 | 65,000 | 90,000 |
| Employment | 32,000 | 80,000 | 125,000 |

Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

4.1.4

4.1.4 Population and employment growth will be:

a) Focused in:

- i) the Urban System;
- ii) delineated built-up areas as shown on Schedule B2, Growth Management;
- iii) strategic growth areas, including major transit station areas and locations with existing or planned transit, with a priority on higher order transit; and,
- iv) areas with existing or planned public service facilities.

4.1.5

4.1.5 Strategic growth areas are identified as major transit station areas on Schedule C1, Town-wide Transportation Network, and as an Urban Centre (Caledon GO primary major transit station area) and Neighbourhood Centre (Mayfield West planned major transit station area) on Schedule

B1, Town Structure. Density targets for the primary major transit station area are identified in Part F, density target for the planned major transit station area will be established through an amendment to this Plan. Employment areas will be planned to achieve a Town-wide minimum density of 26 jobs per hectare.

4.2 Intensification

4.2.1

4.2.1 Intensification will be supported in appropriate locations within Caledon's existing delineated built-up area, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan. A minimum of five percent of all new residential development will be directed to lands within the delineated built-up area shown on Schedule B2, Growth Management, on an annual basis to 2051. Opportunities to direct additional growth to the built-up area, particularly the Highway 50 corridor in Bolton will be considered and addressed through an amendment to this Plan.

4.2.3

Intensification may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of intensification, including infill of vacant and underutilized lots, redevelopment at higher densities, use of additional residential units, purpose-built rental, adaptive reuse, and development on former industrial and commercial sites, including brownfield sites.

4.2.4

4.2.4 In addition to residential intensification, compatible employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject to the policies of this Plan. Where permitted, some forms of mixed-use development will include commercial and/or institutional uses and associated employment.

4.3

4.3.1 Development in Designated Greenfield Areas Development within designated greenfield areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare.

4.3.2

4.3.2 The minimum density target in designated greenfield areas will be measured over the entire designated greenfield area, excluding the following:

- a) natural features and areas, supporting features and areas and floodplains, provided development is prohibited in these areas;*

- b) *rights-of-way for:*
 - i) *electricity transmission lines;*
 - ii) *energy transmission pipelines;*
 - iii) *freeways, as defined by and mapped as part of the Ontario Road Network; and,*
 - iv) *railways;*
- c) *employment areas; and,*
- d) *cemeteries.*

4.3.3

4.3.3 The Town will plan for complete communities within designated greenfield areas and settlement areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling, and direct the development of high quality public realm and compact built form.

4.4

4.4.1 Growth Phasing and Coordination the Town will collaborate with the Region to establish a Growth Management and Phasing Plan for the Urban System to identify a logical extension and sequencing of growth in the designated greenfield area and the delineated built-up area, including plans for staging extensions or improvement of roads and services to support fully serviced and functional communities and employment areas.

4.4.2

4.4.2 Development and redevelopment within the Urban System will proceed according to the growth management and phasing policies of the Region of Peel Official Plan, planned servicing and the Town's Growth Management and Phasing Plan. Development and redevelopment will be staged and coordinated in alignment with the Region of Peel's Water and Wastewater Master Plan, Transportation Master Plans, and Capital Plans.

4.4.3

4.4.3 The Growth Management and Phasing Plan will sequence development to:

- a) *ensure the substantial completion of new community and employment areas before additional community and employment areas are opened up for development;*
- b) *ensure that development in designated greenfield areas is planned, designated, zoned, and designed in a manner that:*
 - i) *supports the achievement of complete communities;*
 - ii) *supports sustainable transportation;*
 - iii) *provides for the protection of the natural heritage system and water resource system;*

- iv) schedule and finance the infrastructure required to support growth in conformity with the planned Town structure; and,*
- v) provides for the orderly transition from agriculture, agricultural activities and related uses to support the continuation of agricultural uses for as long as practical.*
- c) ensure that development is prioritized in areas with existing or planned higher residential or employment densities to optimize return on investment and financial sustainability, efficiency and viability of existing and planned services, such as transit and low carbon energy systems;*
- d) direct new development to occur adjacent to the existing built-up area and ensure that these areas have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities;*
- e) ensure that sufficient employment lands in appropriate locations will be available for employment growth in the planning period;*
- f) optimize wherever possible the use of existing infrastructure (sewer, water and roads);*
- g) address the improvement of live-work relationships, unit mix, and housing targets;*
- h) plan for a range of employment types*
- i) provide opportunities to locate population-related employment, institutional, and residential uses in higher density, mixed-use areas that are served by transit; provide infrastructure that is feasible, efficient and financially sustainable, considering fiscal impacts to the Region and the Town; and,*
- k) identify priority areas for development.*

4.4.4

4.4.4 Planned residential growth should occur in parallel with employment growth so that there is always an appropriate balance of residential and employment growth to support the development of complete communities.

4.4.5

4.4.5 When lands are to be made available for development according to the Growth Management and Phasing Plan, a secondary planning process will be initiated, in accordance with the policies of this Plan, to recommend a secondary plan for approval.

4.4.6

4.4.6 The Growth Management and Phasing Plan will identify development priority areas for the 2021 to 2036 period. These areas have been prioritized because they best support the continuing evolution of Caledon into a more complete community.

4.4.7

4.4.7 Notwithstanding the above, public infrastructure such as roads, parks, fire halls, schools and servicing facilities may proceed at any time in the New Community Areas and New Employment Areas, subject to the availability of servicing infrastructure and other requirements of the Town and the Region.

4.4.8

4.4.8 Notwithstanding the above, in no case will one owner or group of owners be permitted to unreasonably delay the normal progression of development contemplated by this Plan. Where unreasonable delay is occurring as determined at the Town's sole discretion, the identification of priority areas may be re-evaluated to the satisfaction of the Town in consultation with the Region.

4.4.9

4.4.9 The Town will work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate the growth forecasted to 2051 and to facilitate the development of complete communities.

21. Planning The Urban System

The Town Structure established in Part B of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including the lands that will be developed for New Community Areas and New Employment Areas. It also establishes Urban Centres, Neighbourhood Centres, and Urban Corridors that will permit intense, mixed-use forms of development within the Urban System. These components are identified on Schedule F1, Urban System. The policies of Part F establish the land use designations and supporting policies to implement the Urban System components of the Town Structure in accordance with vision and guiding principles of the Plan. These land use designations will be assigned to lands throughout the Urban System through future amendments to this Plan to enable a range of urban land uses. The supporting policies for each designation establish required densities, and the form and design of development. In addition to Part F, the policies of other sections of this Plan apply as appropriate.

21.1 General

21.1.1

21.1.1 All New Community Areas and New Employment Areas identified on Schedule F1, Urban System, will undergo secondary planning, in accordance with the relevant policies of this Plan, to:

- a) implement the Town Structure by applying land use designations and policies:
 - i) to enable and support a range of appropriate urban land uses; and,**

- ii) protect, restore, and enhance natural features and areas and water resource system features and areas, and provide parks, open spaces, and stormwater management; and,*
- b) establish detailed policies that build on the direction from*

21.1.7

21.1.7 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.

21.1.8

21.1.8 Notwithstanding the requirements for secondary planning set out in Chapter 21, Urban System, development applications for lands within the New Community Areas and New Employment Areas that were deemed complete prior to the adoption of this Plan will continue to follow the Town's interim enhanced development review process. Through that process, the requirements of the Region of Peel Official Plan will be addressed, including the policies in respect of the 2051 Urban Area and the Bolton Residential Expansion Settlement Area, where applicable.

21.1.9

21.1.9 Development and redevelopment in the Urban System should be staged and coordinated in alignment with the Region of Peel's Water and Wastewater Master Plan.

21.3 Secondary Plans

21.3 Secondary plans provide detailed development policies to guide growth and change in a defined area of the Town. They implement the Town Structure, objectives, policies and land use designations of this Plan for the local context, and address matters including, but not limited to:

- the Natural Environment System;*
- climate change adaptation and mitigation;*
- cultural heritage resources;*
- targets for population, housing and jobs;*
- the desired form and type of physical development;*
- parks, open space, schools and community facilities;*
- multimodal transportation;*
- stormwater management;*
- phasing and the delivery of infrastructure; and,*
- implementation.*

Secondary plans are contained in Part H, Site-specific Policies and Secondary Plans, and should be read in conjunction with all policies of this Plan.

Additional direction for secondary plans is provided throughout this Plan including Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements.

21.3.1

21.3.1 Development will only be permitted within the designated greenfield area where an approved secondary plan is in place and, where required, the subsequent tertiary plan requirements of this Plan have been satisfied. A complete application will be required to include written confirmation to this effect.

21.3.2

21.3.2 Secondary plans will be prepared and completed in accordance with the Town's Growth Management and Phasing Plan, this Plan and the Region of Peel Official Plan. The schedules that accompany each secondary plan should be consistent with Figure F2a and/or Figure F2b, Preliminary Community Structure Plan.

21.3.3

21.3.3 The proposed secondary plan boundaries on Figure F3, Secondary Planning Areas, considered the subwatershed boundaries and surface water drainage catchment areas relevant to the supporting local subwatershed studies, or equivalent studies, that will be required, as well as known land ownership groups and logical boundaries such as major roads. As noted on Figure F3, secondary plan areas identified with the same letter label (e.g., B1 and B2) generally fall within the same surface water drainage catchment area of the applicable subwatershed. The proposed secondary plan areas are intended to support the planning of complete communities.

- a) Proposed secondary plan areas shown on Figure F3 may be combined to create a larger secondary plan area, particularly within the same general surface water drainage catchment area (e.g., E4 and E5).*
- b) A smaller or alternate secondary plan area may be considered where it does not preclude comprehensive secondary planning of the surrounding remnant areas.*

21.3.7

21.3.7 Approval of secondary plans can proceed only in accordance with staging and sequencing plans, to the satisfaction of the Region of Peel. No secondary plans will be approved in the 2051 New Urban Area until after the structure of a connected transportation system is planned to the satisfaction of the Region, including:

- a) *the conceptual alignment of a transit system that includes an east-west higher order transit corridor; and,*
- b) *the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of policies in the Region of Peel Official Plan regarding the Planned Highway 413 Transportation Corridor and support for alternatives to a highway.*

21.4

21.4 Tertiary Plans (Community Block Plans) Tertiary plans pertain to areas within a secondary plan area and establish context for coordinated development that implements the vision and policies of the secondary plan.

21.4.1

21.4.1 Through secondary planning, areas will be identified where tertiary plans will be required to demonstrate how the applicable secondary plan will be implemented, and to establish a context for coordinated development, to the satisfaction of the Town. Tertiary planning should be done subsequent to the approval of the related secondary plan. However, at the discretion of the Town's Chief Planner:

- a) *tertiary planning may begin prior to the approval of the related secondary plan, if the secondary planning process is sufficiently advanced; or,*
- b) *a separate tertiary planning process may not be required if the related secondary plan includes the technical level of detail that would typically be included in a tertiary plan.*

22. Community Areas

The Town Structure established in Chapter 3 of this Plan provides a framework for where and how Caledon will grow to the year 2051. It identifies the Urban System where the majority of growth will occur, including existing and new Community Areas.

22.1 General

22.1.1

22.1.1 The Town will only permit development in Community Areas in accordance with approved secondary plans or as set out in this Plan.

22.2

22.2 New Community Area Designation the New Community Area designation will be applied pending the preparation and approval of secondary plans in accordance with the growth phasing policies of Chapter 4, and other policies of this Plan. The New Community Areas designation identifies lands to be developed as future residential/mixed-use communities. As secondary

planning is completed for each secondary plan area, new land use designations and policies, as set out later in this chapter and in Part D, will replace the New Community Area designation.

22.2.1 Objective

22.2.1 The planning objective for the New Community Area designation is to designate lands that will be developed for Community Area uses in the future. The lands will be redesignated to detailed land use designations only through the preparation and approval of a secondary plan.

New Community Areas will be designed at a higher density than existing areas in Caledon, providing more housing on less land, and with smaller lot sizes, consistent with the community building and sustainability objectives of this Plan. Most new buildings will generally be located closer to the street to maximize the use of land and provide for a more pedestrian oriented environment.

22.2.3 Land Use Designations

22.2.3 a) Within New Community Areas, the land use designations will include:

- i) Urban Centres (including the Caledon GO Primary Major Transit Station Area);*
- ii) Urban Corridors;*
- iii) Major Commercial/Mixed-Use Areas;*
- iv) Neighbourhood Centres (including the Mayfield West Planned Major Transit Station Area;*
- v) Neighbourhood Area; and,*
- vi) Major Institutional Area.*

22.3 Urban Centre Designation

22.3 The Urban Centre designation applies to lands within the Caledon GO Primary Major Transit Station Area delineated on Schedule B1, Town Structure, and Schedule F1, Urban System. It would also be applied to any future primary major transit station area.

The Caledon GO Primary Major Transit Station Area (identified as HUB-1, Bolton GO Primary Major Transit Station Area in the Region of Peel Official Plan) will be planned to be a dense hub of human activity with a range of uses that support the Town of Caledon's evolution into a complete community.

Urban Centres will be developed with the tallest buildings and broadest range of uses within the Town. Planned higher order transit service will provide these areas and broader Caledon with connections to various destinations within the Region and beyond.

22.3.3 Densities and Heights

22.3.3

- a) *The planned minimum density within the Caledon GO Primary Major Transit Station Area is 150 people and jobs combined per gross hectare. Given the time it will take for this area to be fully built out, the planned minimum density may not be achieved until beyond the planning period established by this Plan.*
- b) *The minimum permitted residential density is 80 units per net hectare and the maximum permitted residential density is 400 units per net hectare.*
- c) *The minimum permitted building height is four storeys and the maximum permitted building height is 20 storeys. However, alternative building heights may be established through implementing secondary plans where it has been demonstrated to the satisfaction of the Town and Region that the planned minimum density of the major transit station area will be achieved.*

22.5 Urban Corridor Designation

22.5 The Urban Corridor designation is intended to be applied to the lands conceptually shown as Urban Corridors on Schedule B1, Town Structure. Urban Corridors connect neighbourhoods and are mixed-use, mid-rise communities themselves that support quality urban living environments connected to transit services and cycling infrastructure.

Urban Corridors will provide a range and mix of activities that meet the needs of residents living within Corridors and also within surrounding neighbourhoods. These corridors are intended to play a major role in providing opportunities for compact forms of development that use land efficiently, provide opportunities for more affordable forms of housing and are transit-supportive. These corridors are anticipated to be approximately 100 metres in depth on either side of the 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.

Summary:

Although the Future Town of COP Plan is not yet in full force and effect as it has only been adopted, the Plan provides strategic guidance for the physical development of the municipality while taking into consideration important transportation, social, economic and environmental issues and objectives. The Town Future COP provides policy direction on where and how growth is to occur between 2021 and 2051. The population is expected to grow from 80,000 in 2021 to 300,000 in 2051 as directed by the Peel Region Official Plan (2022). The proposed development meets the general intent of the Future Official Plan's policies and is representative of good planning based on the following considerations:

- Promotes transit-supportive densities in a Major Transit Station Area as required by the PROP.
- Contributes to service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- The subject lands will be serviced with appropriate infrastructure to accommodate the proposed development.
- The proposed development is seamless with the proposed Secondary Plan and Framework Plan being active development applications.
- The proposed development supports the Towns overall growth management strategy as it will contribute to the minimum greenfield density and assist the Town in meeting its prescribed targets.
- Introduces a built form that will broaden the mix of housing forms and range of unit types in order to satisfy the diverse needs of existing and future residents of the Town.

The proposed development implements the overall vision and intent of the policies of the Future Town of Caledon Official Plan.

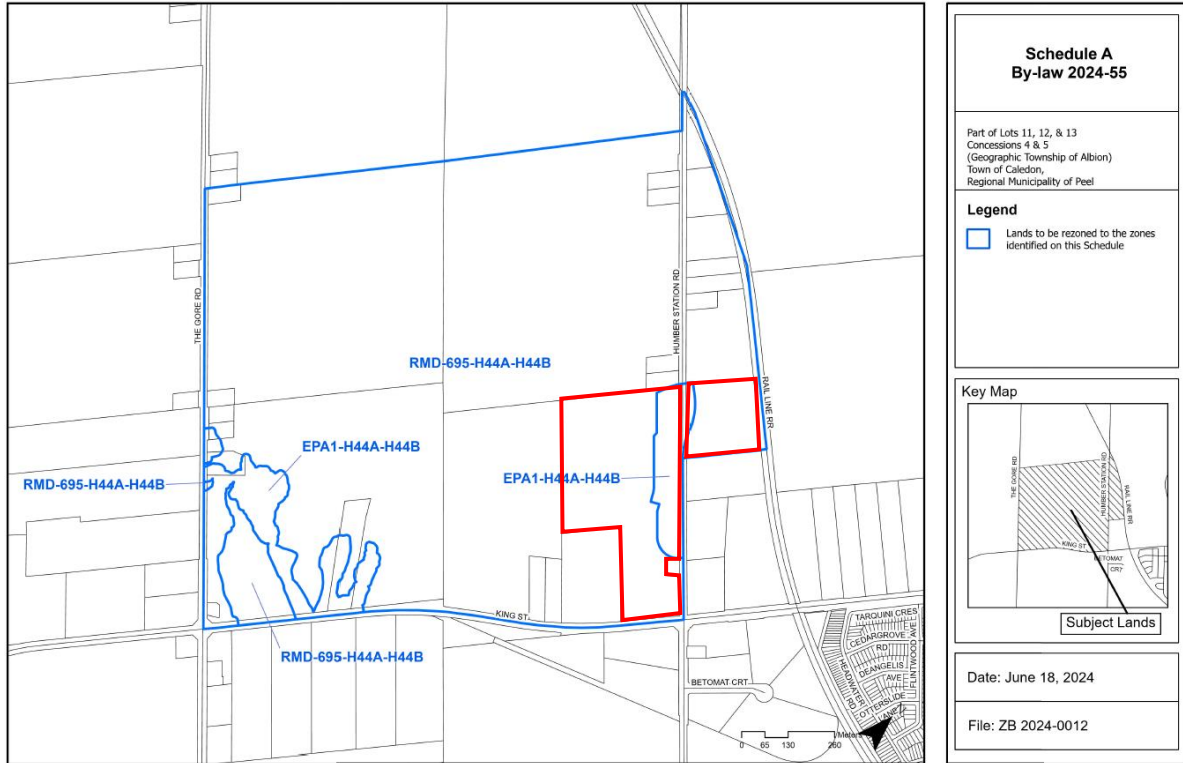
7.7 ZONING BY-LAW

7.7.1

The Subject Lands were zoned Mobility Transit Hub Zone and Mixed Use Residential Zone in accordance with O. Reg 171/21 and Map 258 approved March 5, 2021.

The Town adopted Zoning By-law 2024-055 on June 25, 2024 for the new community areas of the Future Caledon Official Plan. By-law 2024-055 zoned the subject lands Mixed Density Residential Zone (RMD-695) and Environmental Policy Area 1 Zone (EPA1) with holding provision (H44A-H44B).

FIGURE 32: SCHEDULE A – ZONING BY-LAW NO. 2024-055 (— SUBJECT LANDS)



The last day to file notice of appeal is July 29, 2024. Included is the Macville Secondary Plan Area.

A Draft Zoning By-law Amendment has been prepared with the intent of applying such to the entirety of the Secondary Plan Area. The draft document prepared for the subject lands contemplates minor changes to the Towns bylaw as adopted. Proposed changes include:

- Include ‘Accessory Uses’, ‘Mixed Use Building’, ‘Multiplex’, ‘Municipal Drain’, ‘Parks’, ‘Public Use’, ‘Schools’ and ‘Stormwater Management Pond’ as permitted uses in the Mixed-Use Residential Zone;
- To include ‘Building Height’, ‘Essential Infrastructure’ and ‘Multiplex’ as new definitions in the Mixed-Use Residential Zone;
- Redefine ‘Lane’ in the Mixed-Use Residential Zone;
- To remove ‘Dwelling, Multiplex’ and ‘Street’ from the definitions;
- To remove ‘Dwellings Per Lot’ and ‘Non-Market Housing’ from General Provisions;
- Parking rate for Townhouses, Back-to-Back is proposed at 1.0 parking space per dwelling unit whereas the Town’s bylaw requires 2.3 spaces per unit;

- Front Yard, Exterior Side Yard, Exterior Side Yard abutting a lane and Rear Yard setback for Detached Dwelling, Semi-Detached, Townhouse, Rear-Lane Townhouse, and Back-to-Back Townhouse is proposed at 5.5m whereas the Town's bylaw requires a 5.75m setback when attached to a private garage;
- Visitor parking rate for Stacked Townhouse, Multiplex, Seniors Retirement Facility, and Long-Term Care Facility is proposed at a rate of 0.10 parking spaces per unit (10%) whereas the Town's bylaw requires 0.15 spaces per unit (15%);
- 'Landscaping Area' for Apartment building, Mixed Use building, Apartment – Senior Citizen, Retirement Homes and Long-Term Care is proposed as 'Landscaped Open Space';
- Garage storage for Apartment building, Mixed Use building, Apartment – Senior Citizen, Retirement Homes and Long-Term Care shall be stored inside the building;
- To include no parking requirement for lands and uses inside of the MTSA boundary to which the subject site is located entirely within the Protected Caledon GO MTSA;
- Remove Encroachment U for Back-to-Back Townhouse, 'the minimum outdoor amenity area is greater than 2.5 sq.m per dwelling unit or 5% of the site area';
- Removal of Holding Provisions as provisions advanced throughout the processing of the Caledon Station Secondary Plan;
- Section 2 includes provisions that will enable the By-Law to come into full force and effect once the Caledon Station Secondary Plan is in full force and effect (rather than when Future Caledon Official Plan is in full force and effect.

The draft zoning bylaw and associated schedule have been included in the submission package.

8.0 PROPOSED CLASS 4 DESIGNATION

Given the proximity of the easterly area of the subject lands to the CPR line and their zoning for mixed use, noise and vibration study work undertaken has recommended that the Mixed Use Block 59 be assigned a Class 4 status which will allow the nearby stationary sources to operated in compliance with the noise guideline limits until such time as those lands redevelop for commercial, office and /or residential in accordance with the long term vision of the Town as outlined in Staff Report 2023-0631. Details of this matter are discussed in greater detail in the Environmental Noise Feasibility Study prepared by Valcoustics dated June 2024.

10.0 SUPPORTING STUDIES

A number of technical reports have been completed in support of the Official Plan Amendment, Zoning By-law Amendment applications. The main conclusions and recommendations of these studies are enclosed under separate cover with this application.

- Draft Plan of Subdivision, prepared by Humphries Planning Group Inc. (June 2024)
- Survey, prepared by C. Wahba Surveying Ltd. (Aug 2020 & Dec 2021)
- Community-Wide Comprehensive Environmental and Management Plan, prepared by Beacon Environmental Limited (July 2024)
- Stage Two Archaeological Assessment (West), prepared by Irvin Heritage Inc. (Dec 2022)
- Stage One & Two Archaeological Assessment (East), prepared by Irvin Heritage Inc. (Feb 2022)
- Architectural Design Guidelines, prepared by Caledon Community Partners (July 2024)
- Humberking East 3D Massing, prepared by NAK Design Strategies (Dec 2023)
- TRCA Extract Map, prepared by Humphries Planning Group Inc. (July 2024)
- Engineering Non-Standard, prepared by Urbantech (July 2024)
- Alternative Design Memo, prepared by BA Consulting Group Ltd. (June 2024)
- Community Design Plan, prepared by Caledon Community Partners (July 2024)
- Environmental Site Assessment – Phase 1 (East), prepared by Soil Engineers Ltd. (Dec 2022)
- Environmental Site Assessment – Phase 1 (West), prepared by Soil Engineers Ltd. (Dec 2022)
- Facility Fit Plan, prepared by Caledon Community Partners (June 2024)
- Fiscal Impact Study, prepared by urbanMetrics Inc. (June 2023)
- Community-Wide Functional Servicing Report, prepared by Urbantech (June 2024)
- Community-Wide Geotechnical Report, prepared by DS Consulting (June 2024)
- Geotechnical Report, prepared by Soil Engineers Ltd. (Dec 2021)
- Healthy Development Assessment, prepared by Humphries Planning Group Inc. (July 2024)
- Housing Assessment, prepared by Glen Schnarr & Associates Inc. (June 2023)
- Hydrogeological Study, prepared by DS Consulting (June 2024)
- Landscape Plans (East), prepared by NAK Design Strategies (Dec 2023)
- Landscape Plans (West) prepared by NAK Design Strategies (Sept 2023)
- Noise Impact Study (East), prepared by Valcoustics (June 2024)
- Noise Impact Study (West), prepared by Valcoustics (June 2024)
- Railway Vibration Study (East), prepared by Valcoustics (June 2024)

- Caledon Station Summer Engagement Program, prepared by Caledon Community Partners (Nov 2021)
- Transportation Impact Study, prepared by BA Consulting Group Ltd. (July 2024)
- Traffic Compliance Letter, prepared by BA Consulting Group Ltd. (July 2024)
- Zoning By-law Matrix, prepared by Glen Schnarr & Associates Inc. (June 2024)
- Draft Zoning By-law Amendment, prepared by Glen Schnarr & Associates Inc. (submitted to Town of Caledon in July 2024)
- Cultural Heritage Impact Assessment, prepared by Wood Environment & Infrastructure Solutions Canada Ltd. (Aug 2022)

11.0 PLANNING ANALYSIS & JUSTIFICATION

11.1 POLICY CONFORMITY

The proposed development represents an opportunity for residential intensification with a focus on creating pedestrian-oriented, transit-supportive development. Through the analysis contained in this Report, it has been demonstrated that the proposal conforms to the policies of the Growth Plan for the Greater Golden Horseshoe (2020) and is consistent with the Provincial Policy Statement (2020). It also supports the implementation of the growth management policies contained in Bill 23 More Homes Built Faster Act (2022), Bill 97 Helping Homebuyers Protecting Tenants Act (2023), Peel Region Official Plan (2022) as well as advances the vision, goals and land use objectives of the new Future Caledon Official Plan.

The development will also establish a more compact built form, and at a greater density, to help achieve cost effective transit-oriented development patterns, optimize transit investments, and minimize land consumption and servicing costs while preserving and enhancing environmental features and their associated functions. Further, the development will assist in diversifying the existing supply and stock of housing options, sizes and configurations.

The proposed development will assist in the achievement of the minimum intensification target of and will contribute to the minimum Region-wide supply of lands for housing.

Lastly, the proposed development supports the Town's overall growth management strategy as it will contribute to the minimum residential intensification occurring within the built boundary. The Township's population is forecasted to increase from 80,000 in 2021 to 300,000 in 2051 as directed by the Peel Region Official Plan. This represents an increase of 220,000 residents, being a 266% increase, over this 30-year period.

11.2. CONCLUSION

In summary, the development proposal represents a desirable and appropriate form of development for the Subject Lands. The subject applications are supported by applicable Provincial, Regional and Municipal planning policies and the technical and supporting studies referenced herein.

As outlined throughout this Report, it is our professional planning opinion that the proposed development represents good planning, achieves conformity and consistency with applicable policy regime and should proceed through the planning approvals process as prescribed by the *Planning Act*.



Rosemarie Humphries
BA, MCIP, RPP