
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF AN
OFFICIAL PLAN AMENDMENT

ALLOA SECONDARY PLAN
TOWN OF CALEDON

Alloa Landowner Group

July 2024

GSAI File: 888-003

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1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by the Alloo Landowners Group to assist in obtaining the necessary planning approvals to facilitate a Secondary Plan for the Alloo Planning Area in the Town of Caledon (the 'Subject Lands' or 'Site'). The Subject Lands are bounded generally by Mayfield Road to the south, Chinguacousy Road to the east, and the Highway 413 Transportation Corridor to the north and west. See Section 2.0 of this Report for a detailed description of the Subject Lands.

Due to the participation of multiple landowners, the Alloo Landowners Group was formally assembled on November 8, 2022 by way of a Funding Agreement among the participating owners. At the time of this Report, the participating owners represent approximately 61% of the estimated net developable area within the Subject Lands. A participating landowner map is included as Appendix I of this Report.

This Report is submitted in support of the privately-initiated Official Plan Amendment required for the processing of the Secondary Plan, which is intended to facilitate future development on the Subject Lands and implement Caledon's proposed town structure. As part of the Secondary Planning process, and through this application, Secondary Plan land use designations and a policy framework are proposed for the Subject Lands to enable and support a range of appropriate urban land uses. The proposed land uses and policy framework includes objectives and policies on growth management, community design, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051. The Secondary Plan is further intended to be advanced in two Phases (Phase 1 and Phase 2). An overview of the proposed Secondary Plan concept is provided in Section 3.0 of this Report.

The Secondary Plan discussed in this Report has been guided through consultation with Town of Caledon planning staff. An initial Pre-Application Review Committee (PARC) meeting was held on March 28, 2024, and a summary of the ongoing consultation process is provided in Section 5.0. Following the PARC meeting, an application checklist was received and supporting studies, including this Report, have now been prepared to address the development comments and requirements of planning staff. These supporting studies are summarized in Section 6.0 of this Report and submitted with the application.

The proposed Secondary Plan is further guided by and has been prepared to be consistent with or conform to the direction of Provincial, Regional, and Town policy. This policy includes the Future Caledon Official Plan, which was recently adopted by the Town on March 26, 2024, and is required to be approved by the Region of Peel or Province of Ontario, as applicable, to

come into full force and effect. A review and discussion of the applicable policy context is included in Section 7.0 of this Report.

The Subject Lands are positioned as a logical progression for the accommodation of growth, adjacent to built-out areas within the Town of Caledon and City of Brampton. They are surrounded by key infrastructure, including full municipal services, transportation infrastructure, and transit routes, and further contain both Community and Employment Areas. This land use context provides for an efficient and cost-effective urban expansion, as well as accommodates a balanced delivery of housing and employment opportunities, including lands for education, recreation, parks and open space, cultural and community facilities, and affordable housing.

The establishment of the Alloo Secondary Plan presents significant opportunity to contribute meaningfully to the Provincial housing priority of building 1.5 million new residential units by December 2031, and the Town of Caledon's Housing Pledge to meet the municipal target of 13,000 new homes by 2031.

2.0 Site Description

The Subject Lands consist of multiple parcels and encompass an area of approximately 724 hectares (1,790 acres), with an estimated net developable area of approximately 460 hectares (1136 acres). As noted, the Alloo Landowners Group participants represent over 60% of the net developable area. The Subject Lands are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

The Subject Lands consist primarily of existing agricultural uses with substantial farm fields and single detached rural residential dwellings (see *Figure 1 – Aerial Context Plan*). Multiple heritage properties are identified among these uses, as identified in the Cultural Heritage Impact Statement prepared in support of this application (WSP, December 14, 2023).

Additionally, existing employment sites are located in the southwest of the Subject Lands, with frontages on Mayfield Road and Mississauga Road. Two elementary schools are located in the Subject Lands: Alloo Public School, east of Mississauga Road; and Malala Yousafzai Public School, north of Mayfield Road. It is understood that the Malala Yousafzai Public School has been acquired by the Town of Caledon and is slated to be converted to an operations centre and works yard (operational by 2028)¹. The Alloo Reservoir and Pumping Station is located directly behind the Malala Yousafzai Public School, with access to Mayfield Road.

¹ Town of Caledon General Committee Memorandum: Operations Works Yard Strategic Growth Plan (Tom Darlow, Manager, Corporate Facilities, Community Services, February 7, 2023)

The Subject Lands also consist of natural heritage areas, including woodlots and watercourses. A drainage feature (Alloa Municipal Drain) runs east-west and services the existing agricultural land.

2.1 Surrounding Land Use Context

The Subject Lands are located immediately west of Chinguacousy Road and Caledon's Mayfield West Phase 2 Secondary Plan Area. The Subject Lands are also located immediately north of Mayfield Road and the Mount Pleasant Secondary Plan Area in the City of Brampton. These Secondary Plan areas are developed or currently under construction and expected to be largely built out in the next 2-3 years. On review, these Secondary Plan areas are based on complete community planning principles and have existing or planned sanitary and water service connections. The Subject Lands are also directly northeast of the future Heritage Heights Secondary Plan in the City of Brampton, which is not yet developed.

The north and west border of the Subject Lands consists of the Highway 413 Transportation Corridor. Please refer to Section 2.2.1 below for further detail on this Corridor. Further north are existing agricultural uses and prime agricultural area. North and east of the Subject Lands are sections of the Greenbelt Plan Area, which are not included within the Secondary Plan boundary.

2.2 Transportation Network

The Subject Lands are immediately north of Mayfield Road, which is classified as a Regional Arterial and extends east-west across the Region of Peel. The section of Mayfield Road between Chinguacousy Road and Mississauga Road is planned to be expanded from two to five lanes, with completion in 2027². The section of Mayfield Road between Chinguacousy Road and Hurontario Street is planned to be expanded from two lanes to six, with completion in 2025³.

The Subject Lands are generally intersected by three arterial roads running north-south, including Mississauga Road (Regional Arterial), Creditview Road (Town Arterial), and Chinguacousy Road (Town Arterial). Chinguacousy Road is identified for expansion from two to four lanes by 2031⁴ and the Town of Caledon is currently undertaking a Schedule "C" Municipal Class Environmental Assessment for Chinguacousy Road in this area. Within the current agricultural context, there are no existing east-west roadway connections.

² Region of Peel Capital Project #22262

³ Region of Peel Capital Project #55247

⁴ Mayfield West Phase 2 Stage 2 Transportation Assessment (Paradigm Transportation Solutions, January 2018)

Through the design of both the Mayfield Road and Chinguacousy Road expansion projects, multi-use trails and pedestrian infrastructure are proposed along both roadways.

The Subject Lands are also located across from several existing collector road connections along Mayfield Road from the Mount Pleasant Secondary Plan Area, and across from existing and proposed connections along Chinguacousy Road from the Mayfield West Phase 2 Secondary Plan Area. Tim Manley Avenue (Collector Road) provides a direct connection to the Mayfield West Phase 2 Village Core.

Regarding public transit, and given the existing and future scale of Mayfield Road, it is expected that as development along Mayfield Road continues, Mayfield Road will come to serve as a higher-order transit corridor capable of accommodating rapid transit service. In reviewing the type of public transit service available along other major east-west arterial roads in the Region (Bovaird Drive, Queen Street, Steeles Avenue), all provide existing Züm Bus Rapid Transit Service. Additional roadways are capable of providing transit service within the surrounding area communities, including Tim Manley Avenue.

The Subject Lands are also located within close proximity to the planned Mayfield West Phase 2 Transit Hub, the existing Mount Pleasant GO Transit Station, and a newly proposed Major Transit Station Area within the Heritage Heights Secondary Plan.

2.2.1 Highway 413 Transportation Corridor

The Highway 413 Transportation Corridor (“Highway 413”) forms the northern and western limits of the Subject Lands and the northern limit of the Region of Peel’s urban boundary. The Focused Analysis Area (FAA) of Highway 413 was refined in 2020 to the area currently shown in Figure 1 of this Report (*Aerial Context*) and represented in the proposed Land Use Plan of the Secondary Plan (see *Figure 2 – Alloo Secondary Plan: Land Use Plan*). An environmental assessment process is currently underway and it is understood from the Province that construction is expected to begin in 2025.

Highway 413 will connect Halton, Peel, and York Regions and the preferred route identifies two interchanges with connection to the Subject Lands. These connections are identified at Chinguacousy Road and the Heritage Road/Mayfield Road intersection. Both Creditview Road and Chinguacousy Road are planned to cross Highway 413 and continue north.

Highway 413 is also planned to accommodate a separated transitway route dedicated exclusively for public transit. The transitway will serve as another higher-order transit corridor along the north boundary of the Subject Lands. Based on discussions with Ministry of

Transportation staff and agents it is understood that there is a potential inter-regional transitway station planned for the Heritage Road/Mayfield Road interchange.

3.0 Proposed Secondary Plan Concept

The Subject Lands represent a significant developable area, capable of accommodating the full range of land uses required to build a sustainable and complete community. As illustrated in *Figure 2*, a range of land use designations have been proposed for the Subject Lands to guide future development. Those land uses are described below.

In summary, "Neighbourhood Area" and "Major Commercial/Mixed-Use Area" land use designations are proposed in the Town of Caledon and Region of Peel's identified Community Area; and "General Employment Area" and "Prestige Employment Area" designations are proposed in the Town and Region's identified Employment Area. These proposed land use designations and permissions are consistent with and would implement the intent of the Town and Region's Community and Employment Areas.

3.1 Neighbourhood Area

The Neighbourhood Area designation constitutes a significant area of the Secondary Plan, and is intended for a wide range of community land uses. This designation is proposed to permit the following:

- a) residential uses;
- b) long term care homes and retirement homes;
- c) public service facilities including but not limited to places of worship, child care centres, libraries, schools, community centres and public recreation facilities;
and,
- d) neighbourhood scale retail, commercial, personal service and professional service uses that are integrated within mixed-use buildings or on mixed-uses sites.

Three residential designations are proposed within the Neighbourhood Area. Low Density Residential will permit detached and semi-detached built forms and an approximate residential density of 30 units per net residential hectare. Medium Density Residential will permit townhouse built forms and an approximate net residential density of 60 units per hectare. Medium-High Density will permit stacked townhouse and apartment built forms and an approximate residential density of 150 units per net residential hectare.

The residential uses within this designation are intended to include a variety of housing options, including ownership and rental tenure, as well as secondary and accessory units and a range of sizes to meet various income levels. Residential uses are proposed to comprise predominantly ground-oriented housing and generally not exceed three storeys in height. Stacked townhouse dwellings within the Medium-High Density designation are proposed up to four storeys, and Apartment dwellings within the Medium-High Density designation are proposed up to six storeys. Mixed use buildings may be permitted up to six storeys. All buildings will be subject to detailed design to emphasize architectural quality and the character of the community, especially where located in visually prominent locations.

3.2 Major Commercial/Mixed Use Area

The proposed Major Commercial/Mixed Use Area designation is generally located along the Mayfield Road corridor. This area is planned to provide for major transportation infrastructure, including active transportation and transit routes, and will serve as the optimal location for major commercial and mixed-use sites. This designation is also proposed at the Mississauga Road/future Collector Road intersection, which is intended as a neighbourhood core. The future Collector Road is generally an extension of Tim Manley Avenue.

A broad range of uses are proposed within this designation, including retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. Medium and high-density residential uses will also be permitted, but ground-related residential uses are generally not permitted. The minimum height of any new residential building will generally be 4 storeys and the maximum height will be 12 storeys. The minimum height for non-residential buildings will be one storey. This designation has the potential for the Secondary Plan's highest densities, where residential uses will comprise predominantly apartment dwellings in mixed-use buildings. Privately-owned, publicly accessible spaces (POPS) will be encouraged within this designation.

Within this designation, the lands north of Mayfield Road, east of Creditview Road, to the northly extension of Thornbush Boulevard are proposed to permit rear-lane and stacked townhouses with a minimum of three storeys.

The lands located on the north side of Mayfield Road, west of Creditview Road are additionally proposed to be developed as a major retail centre comprising a total net floor area of 25,000 to 30,000 square metres.

3.3 Special Policy Area 1

A Special Policy Area is proposed at the northeast corner of the Secondary Plan area, west of Chinguacousy Road. This Special Policy Area is intended to accommodate permission for high-density residential uses given its proximity to higher-order transportation infrastructure, Chinguacousy Road, the planned Highway 413 interchange, and a potential Highway 413 Transitway Station. This area is proposed to permit apartment and mixed-use buildings up to 25 storeys in height.

3.4 General Employment Area

A General Employment Land Use designation is proposed in the location of the existing Alloa Reservoir and Pumping Station and the Malala Yousafzai Public School. As noted, the school has been acquired by the Town of Caledon and we anticipate it will be converted to an operations centre and works yard. The Alloa Reservoir and Pumping Station is public infrastructure operated by the Region of Peel and is expected to remain for the long term. As noted, this area is within the Town and Region's Employment Area. This designation is intended to recognize the existing and planned uses in the area and permit the following:

- a) manufacturing, processing and warehousing with accessory outdoor storage;
- b) equipment and motor vehicle repair garages;
- c) institutional uses such as industrial trade schools and training facilities if they are directly related to the function of the Employment Area and do not accommodate sensitive uses;
- d) business offices as an accessory use to other permitted uses.

Goods movement and logistics uses may be permitted in this designation on a discretionary basis

3.5 Prestige Employment Area

This designation is proposed for the remaining area within the Town and Region's identified Employment Area. It is intended as a suitable employment land use in the context of the surrounding community areas. This designation is generally buffered from the proposed Neighbourhood Area by an existing Natural Environment System Area and the Alloa Municipal Drain. Compatibility between proposed designations will be discussed further in the policy context of Section 7.0 of this Report.

The Prestige Employment Area designation is proposed to permit:

- a) manufacturing, processing and warehousing with no accessory outside storage of goods or materials;
- b) business offices in stand-alone office buildings or as an accessory use to other permitted uses;
- c) hotels which may include restaurants and banquet halls;
- d) trade and convention centres which may include restaurants and banquet halls;
- e) commercial trade schools;
- f) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses, financial institutions and child care centres within the ground floor of a multi-storey office building; and,
- g) ancillary uses such as retail, service, restaurant, sports and fitness recreation uses and financial institutions within a multi-unit industrial building provided the combined floor area of these uses does not exceed 25 percent of the gross floor area of the industrial building.

Outdoor storage, large-scale warehousing, and goods movement and logistics uses may be permitted in this designation on a discretionary basis.

3.6 Natural Environment System Area and Stormwater Management

The Natural Environment System Area designation identifies existing natural heritage features and connections within the Subject Lands. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers. The intent of this designation is to identify the functional and connected natural heritage system and protect and enhance this system within the Subject Lands.

Lands within this designation will be conveyed to the Town of Caledon where not already owned, and the designation is proposed to solely permit the following:

- a) fish and wildlife conservation and management;
- b) essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works;
- c) passive recreational facilities and uses such as pathways or trails for walking, cycling and hiking, interpretative displays, and signage;
- d) stormwater infrastructure; and,
- e) site alteration to accommodate the above uses.

This designation is intended to provide active transportation linkages where possible without adverse impact, including between schools, parks, and public roads.

Thirteen conceptual locations for Stormwater Management (SWM) Ponds are identified in the Secondary Plan based on preliminary engineering input. These ponds are expected to vary in size through detailed design.

3.7 Community Amenities

The Secondary Plan identifies conceptual locations for community amenities, including schools and parks. Schools are shown symbolically on the Land Use Plan (*Figure 2*) and include four public elementary schools, one catholic elementary school, the existing Alloa Public School, and one public secondary school. These proposed school locations will have frontage on Collector Roads, with detailed configuration to be confirmed at future Tertiary Plan or Draft Plan of Subdivision stages.

Parks are also shown symbolically on the Land Use Plan and include eight neighbourhood parks and one community park. The parks are intended to develop in conjunction with school locations where shared sites are possible. The parks are also intended to connect to and enhance the Natural Environment System Area designation where possible without adverse impact.

Neighbourhood parks are intended to provide active and passive recreation for future residents within an 800 metre radius and will have a minimum area of 2.0 hectares. The community is intended to provide a central location for indoor/outdoor recreation and may include other public services. The larger-scale community park will have a minimum area of 5.0 hectares and is proposed generally at the centre of the community, connecting Phase 1 and Phase 2 of the Secondary Plan area.

As these locations are shown symbolically at this scale, it is proposed that the location and number of schools and parks may change through future design and subsequent development applications, provided they are adequate to service the Subject Lands and to the satisfaction of the Town and School Boards.

3.8 Proposed Transportation Network

The Secondary Plan proposes to retain the existing arterial roads on the Subject Lands and extend the existing collector road connections along Mayfield Road and Chinguacousy Road into an internal collector road network. Three collector roads along Mayfield Road are proposed to be extended northward into the Secondary Plan (Robert Parkinson Drive, Thornbush Boulevard, Brisdale Drive), and a fourth new collector is proposed north of Mayfield Road and between Brisdale Drive and Chinguacousy Road. Three collector roads along Chinguacousy Road are proposed to be extended westward into the Secondary Plan, including

Tweedhill Avenue, Tim Manley Avenue, and Birkhead Road, within the Mayfield West Phase 2 Secondary Plan Area.

The collector roads extending north from Mayfield Road are located within the east portion of the Secondary Plan, within the Community Area. No collector roads are proposed to extend north from Mayfield Road through the Employment Area. Additional collector roads are proposed in the northwest area of the Secondary Plan, near Mississauga Road and west of Creditview Road. This conceptual network is based on the input of the Alloa Landowners Group transportation consultant (Crozier) and is discussed in further detail through the Transportation Needs Assessment in Section 6.13 below.

The transportation network within the Secondary Plan will be designed to Town standards and is intended to incorporate multimodal transportation systems, including the provision of transit facilities and active transportation infrastructure. Arterial and collector roads may accommodate transit routes and transit infrastructure, subject to confirmation from the applicable inter-regional, intra-regional, and local public transit providers.

Sections of Mayfield Road and Chinguacousy Road are intended to support the intent of the Urban Corridor designation of the Future Caledon Official Plan. As such, lands with frontage on these arterial roads may support a broad range of uses, including retail, service, office, cultural, institutional, educational, hospitality, entertainment, and recreational. These uses are in addition to medium and high density residential uses, as well as ground-related medium density residential uses where justified. Mixed-use buildings will be encouraged along these arterial roads, including up to 12-storeys in height. Lower building heights and/or greater setbacks and stepbacks will be required adjacent to existing and planned low rise neighbourhoods to the north and west of these arterials.

3.9 Secondary Plan Phasing

The Secondary Plan is proposed to be implemented in two Phases, as illustrated on *Figure 2*. Phase 1 is generally east of Chinguacousy Road and adjacent to the Mayfield West Phase 2 and the Mount Pleasant Secondary Plan Areas. Given the availability of adjacent water and wastewater services and transportation infrastructure, Phase 1 is positioned to develop earlier in the planning approval process. Phase 2 will proceed once sufficient infrastructure and community amenities are available.

Prior to development in either phase (through Plan of Subdivision or Site Plan Application), a community-wide Development Staging and Sequencing Plan (DSSP) will be prepared to the satisfaction of the Town and the Region. The DSSP will establish development phasing and staging principles, including consideration of the construction of public infrastructure and

services such as roadways, water and wastewater, stormwater, public utilities, public transit, community facilities, environmental policy area, fire station and emergency services, and affordable housing sites.

3.10 Tertiary Plans

A Tertiary Plan for Phase 1 and Phase 2 will be prepared and submitted prior to development in each phase. The Tertiary Plans will identify in greater detail a complete road network, stormwater management facilities, parks, schools, natural environment system, and applicable land uses.

3.11 Development Statistics

The Subject Lands have a total area of approximately 724 hectares (1,790 acres), including approximately 169 hectares (419 acres) of Natural Heritage System (NHS), 95 hectares (235 acres) of Employment Area, and 460 hectares (1,136 acres) of Community Area.

The proposed Secondary Plan is planned to accommodate a total density of 90 people and jobs per hectare and a total of 41,498 people and jobs. This total meets and exceeds the minimum density for development within Designated Greenfield Areas, per the Region of Peel Official Plan.

Per the Region of Peel Official Plan, a minimum target of 37,158 people and jobs is recognized across the Secondary Plan area, as calculated utilizing the minimum density of 26 jobs per hectare within the Employment Area, and the minimum density of 67.5 people and jobs per hectare within the Community Area⁵.

A further breakdown of Secondary Plan development statistics is provided below in *Table 1* and *Table 2* below, and included as Appendix II of this Report.

⁵ Region of Peel Official Plan Section 5.4.19.7

Table 1 – Secondary Plan Land Use Statistics

Secondary Plan Land Use		
	Hectares (ha)	Acres (ac)
Total Secondary Plan Area	724.38	1789.9
Community Area	459.85	1136.3
Employment Area	95.04	234.8
NHS	169.49	418.8
Community Area Land Use		
	Hectares (ha)	Acres (ac)
Total Community Area	459.85	1136.3
Roads	137.96	340.9
Stormwater Management Ponds	32.21	79.6
Schools	23.8	58.8
Parks	25	61.8
Commercial	12.49	30.9
Mixed Use	10.87	26.9
Net Residential Area	217.53	537.5
Residential Area Land Use		
	Hectares (ha)	Acres (ac)
Total Residential Area (including Mixed Use)	228.4	564.4
Low Density Area	119.64	295.6
Medium Density Area	70.70	174.7
Medium-High Density Area	27.19	67.2
Mixed Use Area	10.87	26.9

Table 2 – Secondary Plan Population and Jobs Statistics

Secondary Plan Population Estimate				
	Units Per Hectare	# of Units	PPU ⁶	Population
Total Population	-	14,083	-	40,005
Residential Area: Low Density	30	3,589	3.64	13,065
Residential Area: Medium Density	60	4,242	3.3	13,998
Residential Area: Medium-High Density	150	4,079	2.07	8,443
Mixed Use Area	200	2,174	2.07	4,500
Secondary Plan Jobs Estimate				
	Lot Coverage	GFA (m ²)	Jobs per m ² (7)	Jobs
Total Employment	-	54,653.0	-	1,493
Mixed Use	25.0%	27,175.0	50	544
Major Commercial Area	22.0%	27,478.0	50	550
Schools	-	-	-	400
Total Secondary Plan Population and Jobs			41,498	

4.0 Official Plan Amendment

The Secondary Plan is intended to be implemented through an Official Plan Amendment, per Section 24.3 of the Future Caledon Official Plan. The Amendment will incorporate the Secondary Plan policy document and associated schedules within the Town of Caledon Official Plan (see Appendix III of this Report). The Secondary Plan has been prepared in accordance with the policies and requirements of the Future Caledon Official Plan and based on the supporting studies and technical analysis as requested by the Town of Caledon (see Section 5.0 below).

4.1 Zoning By-law Amendment

At the time of the Pre-Application Review Committee (PARC) Meeting held with Town staff (March 28, 2024), regarding the Subject Lands, the Subject Lands were generally zoned "Agricultural (A1)", as well as "Environmental Policy Area 2 Zone (EPA2)", "Small Agricultural

⁶ Draft 2024 Town of Caledon Development Charges Background Study

⁷ Draft 2024 Town of Caledon Development Charges Background Study

Holdings (A3)", "Institutional (I)", and site-specific zonings within the same zone categories. Through the PARC meeting, it was understood that the Subject Lands would need to be re-zoned in order to facilitate development.

Subsequent to the PARC meeting for the Subject Lands, the Town of Caledon consulted on a Town-initiated Draft Zoning By-law Amendment for Phase 1 of the Subject Lands (Town File: RZ 2024-0008). The purpose of the Town-initiated Draft Zoning By-law Amendment for Phase 1 of the Subject Lands was to re-zone the Subject Lands from their existing, predominantly Agricultural zones, into an appropriate residential mixed-use zone category to facilitate the future development of residential lots, residential mixed-use buildings, and commercial uses, as well as ensure the protection of environmental policy areas. A Public Meeting was first held for the proposed Amendment on April 25, 2024. Subsequent community information sessions were held with Town staff and members of the public through May and June 2024. The Amendment was approved at the June 25, 2024 Town Council meeting.

Per the Town-initiated Draft Zoning By-law Amendment, Phase 1 of the Subject Lands is now zoned "Mixed Density Residential – Exception 686 (RMD-686)", "General Commercial – Exception 687 (C-687)", and "Environmental Policy Area 1 (EPA1)". Additionally, two Holding Provisions have been applied to all zones in the Phase 1 lands (H39A; H39B). Holding Provision H39A shall not be lifted until, among other conditions, a secondary plan is approved for the applicable lands. Holding Provision H39B shall not be lifted until an Environmental Impact Study is submitted to the satisfaction of the Town which confirms the extent of the Natural Environment System.

5.0 Consultation Process

A Pre-Application Review Committee (PARC) meeting was held with the Town of Caledon on March 28, 2024. Town of Caledon Staff, members of the Alloa Landowners Group, and GSAI were in attendance. At the meeting, requirements for a complete development submission were discussed. Subsequent meetings were held with staff from the Town of Caledon and the Region of Peel to clarify the submission requirements and expected submission process. The required studies and reports prepared in support of this complete development submission are detailed in Section 6.0 below.

At the March 2024 PARC meeting, and as discussed through subsequent meetings with planning staff, planned public engagement will be scheduled to follow the formal submission of this development application. The rationale is to allow staff sufficient time to review the comprehensive application submission and support a more meaningful consultation process with the public. The public engagement process will follow the public notification and

engagement procedures as prescribed by the *Planning Act* and guided by the Future Caledon Official Plan.

A Design Charrette requirement was also identified by planning staff. This requirement will also be planned and scheduled to follow the formal submission of the development application, allowing staff who may attend the charrette sufficient time to review the comprehensive application submission.

5.1 Indigenous Consultation Process

In support of the Secondary Plan, the Alloa Landowners Group plans to engage with Indigenous Nations and Communities, as informed by the Town of Caledon's "Expectations for Indigenous Engagement for Proponent Led Development". This engagement is planned for Q3 2024, following initial submission of the application. The purpose of engagement is to follow the Duty to Consult and provide information about the Proposed Development, including circulation of supporting materials. Engagement is planned with the following relevant Indigenous Nations and Communities: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

Planned initial correspondence with the relevant Indigenous Nation/Communities will include a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway. Followup meetings and correspondence are anticipated, including circulation of requested material. All engagement will be documented and shared with the Town of Caledon through future stages of this application.

6.0 Supportive Studies and Reports

Per communication with Town staff and the requirements of the Official Plan, the below community-wide technical studies and reports have been prepared in support of the Secondary Plan, as discussed below. These studies provide important direction for the establishment of policies within the Secondary Plan, as well as future development within the Subject Lands. It is intended that future Tertiary Plans and Draft Plan of Subdivision applications will be informed by the findings and recommendations of these studies.

6.1 Agricultural Impact Assessment

An Agricultural Impact Assessment was prepared for the Subject Lands in support of the Secondary Plan application by Colville Consulting Inc., dated May 2024. The Assessment identified that the agricultural area within the Subject Lands is predominantly in production of common field crops. Five active agricultural operations, two empty livestock facilities, three remnant agricultural operations, four agriculture-related uses, and approximately 142 non-agricultural uses, including dwellings, were catalogued on the Subject Lands.

At the time of undertaking the Assessment, the Subject Lands were located within the Town of Caledon's prime agricultural area designation, per the in-effect Official Plan. Within the new Future Caledon Official Plan, as approved by Council on March 26, 2024, the Subject Lands are no longer identified in the prime agricultural area designation. Further, per the Assessment, the Subject Lands are not located in a provincially recognized prime agricultural area, nor part of the Region of Peel's Agricultural Land Base. As such, the Subject Lands were stated to be a reasonable location for settlement area expansion for the Town of Caledon.

To mitigate the loss of potential prime agricultural land, as well as existing agricultural infrastructure and crop land, the Assessment recommends phasing development and keeping agricultural operations in place until the lands is to be developed. A grading plan and stormwater plan is recommended to mitigate changes in surface drainage and operation of the Alloo Municipal Drain caused by future development. A hydrogeological study is recommended to review the impact on agricultural wells and water sources. A traffic impact study is recommended to review the impact of planned transportation infrastructure. Additional recommendations include maintaining access to ongoing farm operations during development, communication to residents about ongoing farm operations, and adherence to the Ministry of Environment and Climate Change Guidelines. Through implementation of these recommendations, the Assessment states the net impacts of development will be negligible.

6.2 Archaeological Assessment

A Stage 1 Archaeological Assessment was prepared for the Subject Lands in support of the Secondary Plan application by Parslow Heritage Consultancy Inc., dated January 17, 2024. The Stage 1 Assessment identified that four parcels in the Subject Lands have been previously or are currently under Stage 2/3 archaeological assessment and as such should be subject to the recommendations outlined in their respective assessments. The remaining parcels retain archaeological potential and are recommended for further Stage 2 assessment, given their locations along historical transportation routes, proximity to already registered archaeological sites, presence of primary and secondary sources of water within or nearby the parcels, as well as soil types conducive for both Indigenous and Settler agricultural practices. The Stage 1 Archaeological Assessment submitted in support of the Secondary Plan was entered into the Ontario Public Register on January 31, 2024.

6.3 Climate Change Adaptation Plan

The Alloo Landowners Group is committed to submitting a completed Climate Change Adaptation Plan and a Letter of Intent has been submitted with this application by Pratus Group Inc., dated July 2, 2024. The Plan will be prepared pursuant to the requirements of the Region of Peel Official Plan and the Town of Caledon Terms of Reference. Concurrent with the preparation of this Plan, Pratus has advised on climate adaptation measures to be included within additional supporting studies for the Secondary Plan. The Climate Adaptation Plan is anticipated to be submitted following the initial Secondary Plan application, recognizing that critical information necessary to the development of the Plan will be communicated in the companion technical studies.

6.4 Community Energy and Emissions Reduction Plan

A Community Energy and Emissions Reduction Plan has been prepared by Pratus Group Inc., dated July 2, 2024. The Plan details energy simulations under a baseline scenario and a near net zero scenario and provides recommendations to reduce emissions and provide energy efficiency. District-scale energy generation was not considered feasible or of value in the Secondary Plan and building-scale equivalents were reviewed as low-carbon alternatives. Of the building-scale systems considered, geothermal heat pumps, solar rooftop photovoltaic systems, domestic hot water systems with air-source heat pumps, and passive measures were considered the most technically feasible and viable options for the Secondary Plan area. Implementation of these strategies would potentially reduce 85% of greenhouse gas emissions associated with development in the Secondary Plan, which would exceed the Town of Caledon's 36% reduction target through the Town's Green Development Standards. The Plan

confirms that low-carbon form of development is feasible within the Secondary Plan, with an approximate cost of \$374 million. Regarding electric vehicle infrastructure, capacity requirements are unlikely to be met through on-site energy generation and pose technical and financial challenges.

6.5 Commercial Impact Study

A Commercial Impact Study was prepared in support of this application by urbanMetrics, dated June 28, 2024. The Study identified that the proposed land use designations of the Secondary Plan would accommodate approximately 499,500 square feet of local serving retail space, and an additional 168,700 square feet of regional serving space. The Study stated this is sufficient to serve the local retail needs of residents within the Secondary Plan. Approximately 26,600 square feet of unmet commercial need is identified, but the Study identifies this as a reasonable margin of error and anticipates that this residual need would be met through additional neighbourhood retail permitted in the Neighbourhood Areas.

6.6 Community Services and Facility Study

A Community Services and Facilities Study was prepared in support of this application by urbanMetrics, dated June 28, 2024. The Study identified that the range of services and facilities permitted in the Secondary Plan are sufficient to support future residents. The Study states that existing services and facilities in Mayfield West to the east or the City of Brampton to the south are accounted for in their study of area supply, where appropriate. Per the Study, there is sufficient parkland proposed, but there is a need for a community centre, which can be accommodated in the Community Park or within the Phase 2 lands. There is a minor shortfall in library space, which can be accommodated through co-location with the community centre or another institutional or commercial site. The Study recommends the Secondary Plan or implementing zoning by-law provide for opportunities to accommodate day nurseries and private day care.

The Study confirms that the Subject Lands are not currently covered by sufficient emergency services, however, future municipal and regional planning may meet this need at build-out. A conceptual fire station is identified by the Town of Caledon at the Tim Manley Avenue/Chinguacousy Road intersection (Figure F2a of the Future Caledon Official Plan) and expected to cover the Secondary Plan. A paramedic station will need to be confirmed by Peel Region Paramedics Services but may be co-located with the conceptual fire station. Sufficient police and hospital services are available.

The Study confirms that the proposed transit network within the Secondary Plan will support the complete community character of the Secondary Plan and access to neighbourhood facilities.

6.7 Community Design Plan

A Community Design Plan (CDP) was prepared by NAK Design Strategies, dated July 2024. The CDP provides physical design direction for future development within the Secondary Plan, including for mobility networks, special character areas, open space, and general built form. Eight guiding principles are proposed, including protecting and enhancing the existing natural features; pedestrian friendly streetscapes and placemaking, housing choice and diversity of housing types; compatibility with the adjacent existing community; integrated active and passive parks and open spaces; attractive built form, transit integrated development; and low impact development.

The CDP identifies four special character areas within the Secondary Plan, including the Mayfield Road/Chinguacousy Road Mixed-Use Node, the Mayfield Road Interface, the Greenbelt Plan Area Interface, and the Mayfield Road Employment Centre. The Greenbelt Plan area discussed within the CDP is not within the boundaries of the Secondary Plan. Methods and techniques for sustainable and low impact design are discussed, including transportation alternatives, hard and soft landscaping, water conservation, lighting, and material use.

6.8 Healthy Development Assessment

The Region of Peel Healthy Development Assessment was prepared in support of the Secondary Plan by NAK Design Strategies. The Secondary Plan achieves a gold score of 57/60, or 95%.

6.9 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement was prepared in support of the Secondary Plan by WSP, dated December 14, 2023. Per the Statement, twenty two (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. The Statement recommends structuring the development work plan to avoid direct and indirect impact to the BHRs and CHLs. Where avoidance is not feasible, property-specific Cultural Heritage Impact Statements (CHIS) are recommended at a further development stage to further evaluate the impacted property(ies) and potential mitigation measures. A further recommendation is to indicate the identified heritage properties on project mapping to inform the project team.

6.10 Fiscal Impact Study

A Fiscal Impact Study was prepared in support of the Secondary Plan by Keleher Planning & Economic Consulting Inc., dated July 2, 2024. The Study estimates an annual fiscal surplus of \$8,600,000 (\$199 per capita), based on a comparison of the incremental annual revenues with incremental annual expenditures at build-out of the Proposed Development. This total estimate is based on estimated annual property tax and non-tax revenue, as well as incremental, infrastructure-related, operating, and maintenance costs. The Study also identifies approximately \$627 million and \$751 million in residential development cost revenue for the Town and Region, respectively. Additionally, the Study identifies \$64.5 million in education development charges for local school boards to acquire school sites, and nearly \$9.1 million in GO Transit DCs.

Based on these findings, the estimated annual fiscal surplus could be used to mitigate future property tax increases or expand or maintain municipal services. It is understood that this Study is prepared to assess a rough scale of impact from the Proposed Development, and it is recommended that this Study is used orientationally, as the estimates depend on a number of variables.

6.11 Local Subwatershed Study

A Local Subwatershed Study was prepared in support of the Secondary Plan by Crozier, in association with GSAI, Azimuth Environmental Consulting Inc., GEO Morphix Ltd., Urbantech Consulting, and Cunningham Environmental Associates, dated July 2024. The Study provides the natural heritage and water resource context for the Secondary Plan. It characterizes existing conditions, identifies potential impact from development, and recommends management strategies to minimize or mitigate impact on natural resources. Completed and ongoing fieldwork in support of the study includes aquatic, terrestrial, wildlife, birds, amphibians, headwater drainage feature assessment, groundwater and surface water monitoring, and water quality.

The Study identified constraints and floodplain mapping on the Subject Lands and recommended a management strategy including reconfigured flood containment corridors and an extension of the existing natural heritage system, including expanded corridors and linkages. This would also include a reconfiguration of the Alloa Municipal Drain. The Study concluded that the Secondary Plan Land Use Plan respects all identified constraints to development and provides opportunities for creating an enhanced natural heritage system.

6.12 Scoped Servicing Study

A Scoped Servicing Study was prepared by Urbantech Consulting, dated July 2024 and provides a general overview of the servicing strategy for the Secondary Plan, including water, sanitary, and stormwater. It is intended to be read in conjunction with the Local Subwatershed Study (Crozier, July 2024) also prepared in support of this application.

Per the Study, existing stormwater conditions include the north portion of the Subject Lands draining to the Alloo Municipal Drain, primarily through tile drainage, and the south portion draining to Mayfield Road. The proposed stormwater management plan primarily identifies eleven (11) stormwater management pond facilities to service the Secondary Plan. Additional management includes private on-site control for applicable employment blocks and select lands west of Chinguacousy. Ultimate drainage will flow to outlets at Huttonville Creek, Fletcher's Creek, and Etobicoke Creek. Storm outlets will be coordinated with planned road widening projects at Mayfield Road and Chinguacousy Road. The Study recommends a number of Low Impact Development measures to promote water infiltration and on-site retention, including downspout retention, infiltration trench, bioretention, rain barrel, soil cells, perforated pipe system, dry stormwater management ponds, and/or infiltration chambers.

Erosion and sediment control management measures are recommended during construction, including staking or fencing natural features, sediment and snow fences, construction plans, temporary sediment ponds, check-dams and cut-off swales, sediment traps, gravel mud mats, and routine inspection.

Per the Study, existing grading conditions generally slope from the north to the south and the proposed grading is generally consistent with this pattern. Grading will be coordinated with planned road reconstruction projects on Mayfield Road, Chinguacousy Road, Creditview Road, Mississauga Road, and the Highway 413 Transportation Corridor.

Per the Study, the existing flood hazard mapping for the Subject Lands informs the extent of the natural heritage system. Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

Per the Study, existing sanitary servicing is from the Region of Peel's lake-based wastewater system. Proposed sanitary servicing will utilize the Region's existing and planned infrastructure. Wastewater from the Phase 1 lands of the Secondary Plan is generally directed to the Fletcher's Creek trunk sewer via a future planned 750mm sanitary connection at Brisdale Drive. Wastewater from the Phase 2 lands is generally directed to the Credit Valley trunk sewer via a future planned 900mm sanitary connection at Mississauga Road/Mayfield Road. A series of local sub-trunk sewers will service the Secondary Plan, generally draining north-south and

connecting to the above mentioned infrastructure. The Study confirmed that local sanitary infrastructure is in place to support development in Phase 1 of the Secondary Plan.

Per the Study, existing water servicing is from the Region of Peel's lake-based water system. Proposed water servicing will utilize the Region's existing and planned infrastructure, including watermains along Mayfield Road and Chinguacousy Road. The Study confirmed that local water infrastructure is in place to support development in Phase 1 of the Secondary Plan.

6.13 Transportation Needs Assessment

A Transportation Needs Assessment was prepared by Crozier in support of the Secondary Plan, dated July 2024, with the focus of developing a multimodal transportation network. Per the Assessment, the existing transportation network is primarily vehicular focused, with limited public transit or active transportation networks. The proposed transportation network will support the establishment of transportation services and active transportation networks along a new network of collector roadways. This network will be supported by connection to future Highway 413 transitway stations, as well as the future Mayfield West transit hub and the existing Mount Pleasant GO station. The proposed transit plan within the Assessment results in over 95% of the proposed community lands being within 400 metres distance to transit stops.

The Assessment recommends reduced parking rates for future development applications, including for mixed-use and transit-accessible areas. The Assessment additionally recommends future study for future applications, as well as the implementation of traffic calming measures and the identified cross-sections and turn lane designs.

6.14 Environmental Noise Feasibility Study

An Environmental Noise Feasibility Study was prepared in support of the Secondary Plan by Valcoustics Canada Ltd., dated July 2024. The Study identified transportation noise sources with potential for impact on development within the Secondary Plan as traffic on Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road, future internal roadways, and the Highway 413 Transportation Corridor. On review, the Study recommends mitigation measures at applicable areas near transportation corridors within the Secondary Plan to meet noise guideline limits. Mitigation measures include mandatory air conditioning, provisions for adding air conditioning, upgraded exterior wall and window construction, sound barriers, and warning clauses.

Additional stationary noise sources with potential for impact on development include existing and future employment and commercial uses within the Subject Lands. Per the Study, sound levels from existing uses meet noise guideline limits without mitigation. Detailed assessments of these uses and future uses are recommended for future draft plan applications where applicable.

Regarding the Region of Peel Alloo Reservoir and Pumping Station and the future Town of Caledon works yard, the Study determined no obvious noise sources at these sites. The Study anticipated that the most significant noise source associated with a pumping station would be the testing of an emergency generator. The future construction of the works yard would otherwise be required to meet MECP sound level limits. Per the Study, further study is recommended for subsequent planning applications for adjacent development to confirm applicable noise sources and any required mitigation.

6.15 School Site Needs Analysis

A Student Accommodation and School Site Needs Analysis was prepared in support of the Secondary Plan by Quadrant Advisory Group Limited, dated June 3, 2024. The Analysis reviewed student accommodation needs that would be generated by the development of the Subject Lands. Approximately 2,960 elementary pupils were projected for the PDSB and 1,461 elementary pupils were projected for the DPCDSB. Approximately 1,387 secondary pupils were projected for the PDSB and 110 secondary pupils were projected for the DPCDSB.

The analysis determined that three (3) PDSB elementary, one (1) PDSB secondary, and two (2) DPCDSB elementary sites would be required. The analysis further notes the value of intensifying school sites and co-locating schools adjacent to parks.

7.0 Policy Context

7.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The current PPS came into force and effect on May 1, 2020, and was approved under the authority of Section 3 of the *Planning Act*. The *Planning Act* requires planning authorities shall be consistent with the PPS when exercising any authority that affects planning matters. The PPS is to be read in conjunction with other Provincial Plans, including the Growth Plan for the Greater Golden Horseshoe. It is understood that applicable municipal official plans, such as the Town of Caledon Official Plan and approved Secondary Plans, may complement the intent and policy of the PPS. Applicable municipal plans

are important vehicles for the implementation of the PPS and comprehensive, long-term planning in regard to matters of municipal interest.

Per the PPS, growth and development is to be focused within urban and rural settlement areas, and the viability of rural areas and communities is to be supported. The PPS aims to promote the efficient use and development of land, protect and manage natural resources, and protect public health and safety, including in all instances opportunities to mitigate and adapt to a changing climate.

7.1.1 Building Strong Healthy Communities (PPS)

Section 1.0 of the PPS outlines policy regarding efficient land use and development patterns to support sustainable development for residents and the environment, while providing for economic growth. As excerpted and discussed below, Section 1.0 of the PPS provides policy regarding land use compatibility, employment area, housing, public spaces, infrastructure, economic development, and energy conservation.

Section 1.1 of the PPS states that *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.*

The Secondary Plan is designed to accommodate a healthy, liveable, and safe community, consistent with PPS policy. A Housing Assessment has been prepared in support of this application, prepared by GSAI, dated July 2, 2024, which details the range of housing options anticipated within the Secondary Plan, including detached, semi-detached, townhouse, stacked townhouse, apartment, and mixed-use residential. Housing options in the Secondary Plan will include a commitment towards affordable ownership and rental housing, as integrated within neighbourhoods and other market ownership housing.

A mix of uses is provided for in the Secondary Plan, including approximately 95.04 hectares (234.8 acres) of employment area and 23.36 hectares (57.8 acres) of commercial/mixed use area. The net residential area is 217.53 hectares (537.5 acres) and permits a wide range of uses, including public service facilities, places of worship, neighbourhood scale retail, parks, and schools.

Approximately 169.49 hectares (418.8 acres) of natural heritage system has been identified and will be protected in the Secondary Plan, including the provision of natural linkages between features. Notably, this natural heritage system provides a natural buffer between employment and neighbourhood areas at the southwest of the Subject Lands (Phase 2), supporting compatibility between land uses in the Secondary Plan. An analysis of compatibility will be incorporated into each subsection of Section 7.0 in this Report, in response to applicable policy.

In supporting healthy and safe communities, the Secondary Plan will implement a sustainable and accessible transportation network through the Subject Lands, including active transportation and future public transit (subject to City review). The proposed planned land use pattern generally aligns with existing and planned transportation infrastructure. A mix of uses, including higher density built forms, is planned along the existing arterial and collector roads, including Mayfield Road, Mississauga Road, and Chinguacousy Road. Two interchange connections to the future Highway 413 are planned, supporting access to the employment area and supporting higher-density residential development in the special policy area

Section 1.1.3 of the PPS directs development to settlement areas and Section 1.1.3.1 requires that land use patterns within settlement areas *shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*

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

Section 1.3.3.6 of the PPS further states that *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The Secondary Plan is located in a logical area for growth, adjacent to existing or planned built up areas in the Town of Caledon and the City of Brampton (Mayfield West; Mount Pleasant, respectively), and adjacent to the future Highway 413. These areas consist of existing and planned features, including community amenities, servicing connections, and transportation networks. These features will be accessible to future residents and workers of the Secondary Plan, including logical extensions of water and sanitary services. The Secondary Plan contributes to this existing land use context by providing an additional mix of land uses that is complementary to the surrounding area.

As noted above, a sustainable and accessible transportation network is proposed throughout the Secondary Plan, which will generally consist of extensions from the existing area network along the arterial and collector roads, including connections to Brampton Transit and GO Transit. These areas of the Secondary Plan, along the existing arterial and collector roads (Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road), will generally consist of the greatest mix of uses and densities in the Secondary Plan, providing for transit-supportive development. Approximately 74% of the unit mix in the Secondary Plan is proposed to consist of Medium, Medium-High Density, or Mixed Use built forms.

Section 1.2.6 of the PPS outlines policy regarding land use compatibility:

- 1.2.6.1 *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of*

major facilities in accordance with provincial guidelines, standards and procedures.

1.2.6.2 *Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*

- a) there is an identified need for the proposed use;*
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c) adverse effects to the proposed sensitive land use are minimized and mitigated; and,*
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.*

The designated employment area of the Secondary Plan is planned to consist of industrial and employment uses, including *major facilities* (as defined by the PPS). This employment area is located at the southwest of the Secondary Plan, along the south border and adjacent to the municipal boundary with the City of Brampton. The employment area is naturally buffered from sensitive uses to the north by a defined natural heritage system and the Alloa Municipal Drain. North of this natural heritage system consists of land within the Neighbourhood Area designation and intended for residential development, but the natural heritage feature will provide significant separation and buffering between these uses. A minimum 10 metre buffer is proposed from the limit of all natural heritage features and included in the Natural Environment System Area mapping, as identified on the Land Use Plan (see *Figure 2*).

To the east of the employment area, and east of the General Employment Area, the proposed land use consists of a mix of Neighbourhood Area and Major Commercial/Mixed Use Area and adverse impact to potential residential development is expected to be minimal or otherwise mitigated. To the west and south of the employment area, the future potential *major facilities* would be adjacent to the Highway 413 and future Mayfield Road Transit station, as well as Mayfield Road itself. As such, the employment area is buffered from any sensitive uses in these areas.

An Environmental Noise Feasibility Study was prepared in support of this application by Valcoustics, dated July 2024. Significant noise sources were not identified within existing employment uses and no mitigation measures were recommended. Noise sources were

primarily identified along transportation routes and mitigation measures were recommended to meet noise guidelines. These are summarized in Section 6.14 above in this Report.

Section 1.3 of the PPS outlines policy regarding employment. Relevant policy includes:

1.3.1 *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and,*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

Employment areas shall be protected and preserved in the Secondary Plan, including providing separation or mitigation from sensitive land uses. As noted above, the employment area is separated from sensitive land uses through land use planning and design of the Secondary Plan. No residential or sensitive land uses are proposed in the employment area, and these uses are not permitted in the relevant employment designations.

No new collector roads are proposed through the employment area to prevent additional residential traffic from moving through the area and creating a conflict with truck and passenger vehicle interface. It is also understood that the Town of Caledon's economic development section identified a potential knowledge/innovation park at the northeast corner of Mayfield Road and Mississauga Road with industrial stakeholders. As such, no amenities or change in land use is proposed for this area, in order to facilitate this potential land use.

Section 1.4 of the PPS outlines policy regarding housing and requires planning authorities to accommodate residential growth through residential intensification, redevelopment, and *lands which are designated and available for residential development*. The Secondary Plan intends to

provide approximately 14,083 units, and a total population of approximately 40,005 in an area designated for growth within the Region of Peel and Town of Caledon. Of these units, a range of housing options is planned for, and the Secondary Plan intends to create opportunities for a broad mix of housing types, densities, sizes, and tenures, including suitable housing for different incomes, ages, lifestyles, and families. See Section 3.11 for further detail on the housing mix proposed in the Secondary Plan.

Section 1.5 of the PPS outlines policy regarding public spaces, recreation, parks, trails and open space and Section 1.5.1 states that *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

[...]

Section 1.6 of the PPS further outlines policy regarding infrastructure and public service facilities, including green infrastructure. Section 1.6.1 requires that infrastructure and services *shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

The Secondary Plan provides for green infrastructure at a high level through a robust natural heritage system and natural heritage linkages, as well as identification of parks and stormwater management systems (per the Land Use Plan, see *Figure 2*). The existing natural heritage features and their buffers have been delineated to preserve biodiversity within protected areas. The Secondary Plan further encourages applicants at the draft plan level to utilize green infrastructure strategies, including Low Impact Development measures and streetscape elements such as street trees. Planned infrastructure will generally be extended from existing connections to the adjacent communities. A multimodal transportation network is proposed, including pedestrian pathways and trail network that connects park facilities, the natural heritage system, and public transportation routes.

Section 1.6.6 of the PPS outlines policy regarding sewage, water, and stormwater. As outlined in the Scoped Servicing Study prepared by Urbantech, dated July 2024, the Secondary Plan can accommodate the target population through an extension of existing municipal sewage

and water services, and there is sufficient water and sanitary infrastructure to support development in Phase 1 of the Secondary Plan

As further outlined in the Scoped Servicing Study, a stormwater management strategy has been prepared for the Secondary Plan, which primarily identifies eleven (11) stormwater management pond facilities to service the Secondary Plan. The strategy recommends multiple LID measures and climate change considerations in design. The Study is further detailed in Section 6.12 of this Report.

Section 1.6.7 of the PPS outlines policy regarding Transportation Systems. Relevant policy includes:

- 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*

As noted above in this Report, the proposed transportation network within the Secondary Plan is primarily based on an extension of the existing transportation network in the surrounding area. However, where the existing area is primarily vehicle-reliant, the proposed transportation network will incorporate multimodal mobility options, as outlined in the Transportation Needs Assessment prepared in support of this application by Crozier, dated July 2024. Per the Study, the transportation network consists of primary collector roads which will support transit and active transportation, as well as a further network of local roads in hierarchy. Connections are proposed to transportation hubs, including the Highway 413 Transitway stations, as well as the Mayfield West Transit Hub and Mount Pleasant GO Station. The proposed transit plan within the Assessment results in over 95% of the proposed community lands being within 400 metres distance to transit stops. A trail network will provide further pedestrian linkages in the community.

Section 1.6.8 of the PPS outlines policy regarding Transportation and Infrastructure Corridors, where authorities are directed to plan for and protect corridors and rights-of-way for infrastructure. Relevant policy includes:

1.6.8.2 *Major goods movement facilities and corridors shall be protected for the long term.*

1.6.8.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The Secondary Plan identifies a major transportation and infrastructure corridor in the planned Highway 413 Transportation Corridor. Mayfield Road and Mississauga Road are also freight-supportive corridors, notable for their direct connection to the planned Employment Area of the Secondary Plan. This Provincial and Regional infrastructure has been planned for in the design of the Secondary Plan, primarily informing the design of the transportation network and land use pattern. Additionally, holding provisions are proposed for any Zoning By-law Amendment to the lands located within the Focused Analysis Area (FAA) of the Highway 413 Transportation Corridor – only to be lifted once the MTO confirms the FAA no longer applies, or the zoning and servicing of such lands may proceed.

Section 1.7.1 of the PPS outlines policy regarding long-term economic prosperity. Per the PPS, economic prosperity is generally supported by a range of housing options for a diverse work force, the long-term availability of land, encouraging a sense of place and character, providing an efficient, accessible multimodal transportation system, promoting energy conservation, and minimizing negative impacts from climate change.

The Secondary Plan supports long-term economic prosperity as it protects the approximately 95.04 hectares (234.8 acres) of employment area, as identified by the Region of Peel on the Subject Lands. This area will facilitate economic investment in the Secondary Plan and is supported by a residential population of approximately 40,005 people. Further, the Secondary Plan proposes a community area density of 90 people and jobs per hectare, which is above the Region of Peel target density of 67.5 people and jobs per hectare. This is measured across the entirety of the Secondary Plan area, including within the Employment Area and

Neighbourhood Area designations, which provides for a wide mix of uses, including residential, neighbourhood scale retail, commercial, personal service, and professional services uses.

A Community Design Plan was prepared in support of the application, by NAK, dated July 2024. This Plan outlines the proposed built form and character of the Secondary Plan, which will aid in creating a vital community identity and support the long-term economic health and investment in the Secondary Plan area.

Climate change and energy conservation is further discussed in Section 1.8 of the PPS, where relevant policy supports energy conservation and efficiency, improved air quality, reduced emissions, and sustainable land use patterns.

The Secondary Plan identifies a land use pattern and range of housing types to support compact development and promote energy efficiency. As mentioned, these more compact housing types represent 74% of the unit mix in the Secondary Plan and are generally located near existing built up areas and transportation networks. Extensions and connections to regional transit are proposed throughout the Secondary Plan, complemented by a mobility network that includes cycling infrastructure and pedestrian paths and trails, which may reduce the dependence on personal vehicles. The Employment Area is accessible by two major arterial roads that support future public transit (Mayfield Road; Mississauga Road) and a future Highway 413 Transitway station.

Regarding energy efficiency, all development in the Secondary Plan area will be encouraged to incorporate low-carbon or energy efficient strategies in design and construction, such as heat pumps, hybrid heating systems, cool roof materials, and solar-readiness.

A Community Energy and Emissions Reduction Plan has been prepared in support of the Secondary Plan by Pratus Group Inc., dated July 2, 2024. Per the Plan, multiple energy efficiency and emission reduction strategies are considered feasible to implement within the Secondary Plan.

7.1.2 Wise Use and Management of Resources (PPS)

Section 2.0 of the PPS outlines policy regarding the economic, environmental, and social benefits of natural resources. As excerpted and discussed below, Section 2.0 of the PPS provides policy regarding natural heritage, water, agriculture, and cultural heritage and archaeology.

Section 2.1 of the PPS outlines policy regarding natural heritage, where Section 2.1.1 states that *Natural features and areas shall be protected for the long term.*

- 2.1.2 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

A Local Subwatershed Study has been prepared in support of the Secondary Plan by Crozier and a supporting environmental team, dated July 2024. The purpose of the Study is to characterize the natural heritage resources that could be impacted by future urban development and to identify constraints and opportunities associated with the proposed land uses. Through its analysis, the Study has identified management approaches to mitigate potentially negative impact and enhance existing natural heritage conditions. The natural heritage resources assessed in the Study are identified on the Land Use Plan as Natural Environment System Area, and are approximately 169.49 hectares (1555.1 acres) in total size. Where possible, linkages have been identified to provide connectivity between natural features, both internally and externally to the Subject Lands. These lands will generally prohibit development and are anticipated to be conveyed to the Town of Caledon.

Section 2.2 of the PPS outlines policy regarding water and watersheds, where planning authorities shall protect, improve or restore the quality and quantity of water. Section 2.2.1 states that this shall generally be done by identifying and protecting watersheds and water resource systems, minimizing potential negative impacts from development, ensuring effective stormwater practices, and evaluating and preparing for the impacts of a changing climate

As noted above, a Local Subwatershed Study was prepared in support of this application, and is summarized in Section 6.11 of this Report. The Study identifies wetlands and the Alloa Municipal Drain as existing sensitive surface water features and proposes to protect them through the design and intent of the natural heritage system, including the general prohibition of development, and the stormwater management strategy for the Secondary Plan.

The stormwater management strategy for the Subject Lands is detailed in the Scoped Servicing Study, prepared by Urbantech (July 2024). Per the Study, the existing flood hazard mapping for the Subject Lands informs the extent of the natural heritage system and the strategy intends

to reduce the impact and hazards of stormwater on natural areas, including water quality control. Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

Section 2.3 of the PPS outlines policy regarding agriculture and prime agricultural areas, where Section 2.3.1 states that *Prime agricultural areas shall be protected for long-term use for agriculture*. Per the Future Caledon Official Plan, the Subject Lands have been redesignated from Prime Agricultural Area to primarily New Community Area and New Employment Area. No Prime Agricultural Areas are currently identified on the Subject Lands.

An Agricultural Impact Assessment was prepared in support of the Secondary Plan by Colville Consulting Inc. (May 2024). The Assessment confirms that the Subject Lands are a reasonable location for settlement area expansion for the Town of Caledon as they are lower priority agricultural lands. A series of recommendations are provided by the Assessment, which are understood to reduce or make negligible the net impacts of proposed development on the Subject Lands.

Section 2.6 of the Official Plan outlines policy regarding cultural heritage and archaeology. Relevant policy includes:

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

A Cultural Heritage Impact Statement has been prepared for the Secondary Plan by WSP, dated December 14, 2023. Per the Statement, twenty two (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. Further assessment of each BHR and CHL was recommended in the Assessment for future development applications on impacted properties where undue impact to heritage features cannot be avoided. Per the final recommendation of the Statement, all BHRs and CHLs are approximately identified on the Land Use Plan (see *Figure 2*).

2.6.4 *Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.*

2.6.5 *Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.*

An Stage 1 Archaeological Assessment has been prepared in support of the Secondary Plan by Parslow Heritage Consultancy Inc., dated January 17, 2024. The Assessment was entered into the Ontario Public Register on January 31, 2024. Per the Assessment a Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Initial engagement with Indigenous communities has begun in support of the Secondary Plan, as discussed in Section 5.1 of this Report. The Alloa Landowners Group plans to engage with Indigenous Nations and Communities in Q3 of 2024, following initial submission of the application. Planned initial correspondence with the relevant Indigenous Nation/Communities will include a description of the project, location figures, anticipated impact of the project, and a list of studies complete or underway. Engagement is planned with the following relevant Indigenous Nations and Communities: Mississaugas of the Credit First Nation; Six Nations of the Grand River; Huron-Wendat Nation; Haudenosaunee Confederacy of Chiefs (as represented by the Haudenosaunee Development Institute); and Métis Nation of Ontario (Region 8).

7.1.3 Protecting Public Health and Safety (PPS)

Section 3.0 of the PPS outlines policy regarding the natural or human-made hazards and mitigating risk of the same, including the prohibition of development within flooding hazards and floodways.

Development constraints have been identified for the Subject Lands, as illustrated in the Local Subwatershed Study, prepared by Crozier and a supporting environmental team. These constraints include both natural heritage systems and floodplains and have informed the Secondary Plan Land Use Plan. Development is generally prohibited within hazard lands or floodplains as identified on the Subject Lands.

The Scoped Servicing Study prepared by Urbantech (July 2024) identifies a number of climate change considerations in design, including flood hazards. The proposed stormwater management strategy included in the Study will regularize, realign, and improve floodplain limits

On review of applicable policy, it is our opinion that the Secondary Plan is consistent with the Provincial Policy Statement.

7.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on May 16, 2019, issued under the authority of the Places to Grow Act (2005). The Growth Plan intends to support the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

The Growth Plan was most recently amended through Amendment No. 1 (2020), which provides an updated framework for implementing the Province’s vision for managing growth across the GGH to the year 2051 and supports the achievement of complete communities. Under the Planning Act, all decisions that affect planning matters must conform or not conflict with the Growth Plan.

Per Schedule 3 of the Growth Plan, the forecasted growth for the Region of Peel by 2051 projects a total population of 2,280,000 and an employment total of 1,070,000 jobs.

The Growth Plan provides policy direction regarding how land is developed, and how resources are managed and protected based on the guiding principles of Section 1.2.1 of the Growth Plan. The Growth Plan provides an emphasis on accommodating growth within complete communities. Some of the guiding principles include the following:

- *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.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions*

- *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.*

“Complete Communities” are defined in the Growth Plan, as places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Aligning with the guiding principles of the Growth Plan, the Proposed Development contributes towards the development of complete communities within the Region of Peel and Town of Caledon. The Secondary Plan contributes of a range of housing options, including low density single and semi-detached, medium density townhouse, stacked townhouse, and mid-rise apartment, as well as higher density apartment and mixed-use forms. The Neighbourhood Area designation permits a broad mix of residential and non-residential uses across approximately 217.35 hectares (5375 acres) of net residential area. A multimodal transportation network is planned within the Secondary Plan to provide convenient access to these uses for all residents, and to provide options for travel without use of a personal vehicle.

7.2.1 Where and How to Grow (Growth Plan)

Section 2.2.1 of the Growth Plan outlines policies regarding growth management in the Province. The Growth Plan states that forecasted growth will be allocated to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities (2.2.1.2). The Subject Lands are identified within the Town of Caledon as New Urban Area or Designated Greenfield Area, within the settlement area and adjacent of the built boundary. As such, they are adjacent to existing or planned municipal water or wastewater systems in the surrounding area, and as noted above in this Report, are planned to support the achievement of complete communities.

A Scoped Servicing Study has been prepared in support of the Secondary Plan by Urbantech Consulting, dated July 2024. Per the Study, municipal services can be extended to service the Subject Lands and existing water and sanitary servicing is available to service Phase 1 of the Secondary Plan.

The Growth Plan further states that growth within settlement areas will be focused in locations with existing or planned transit, with a priority on higher order transit, and in locations with existing or planned public service facilities. As discussed in the Transportation Needs Assessment, prepared by Crozier (July 2024), the area does not currently have transit connections, but a transit plan is proposed which would provide access within 400m to 95% of community lands within the Secondary Plan. The transit plan proposes connection to Brampton Transit and GO Transit along the arterial and collector roads of the Secondary Plan, as well as the future Highway 413 Transitway. Additional access is available to the Mayfield West Transit Hub to the east, or Mount Pleasant GO station to the south.

Regarding public service facilities, a Community Services and Facilities Study was prepared by urbanMetrics, dated June 28, 2024, and concluded that the range of existing or planned services and facilities accessible from the Subject Lands are sufficient to support future residents.

2.2.1.4 *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - 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;*
- c) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

- d) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- e) *integrate green infrastructure and appropriate low impact development.*

As noted above in this Report, a diverse range of housing and a mix of land uses is proposed across the Neighbourhood Area and Major Commercial/Mixed Use Area of the Secondary Plan. A mix of employment and non-residential supporting uses is proposed in the Employment Area. All areas within the Secondary Plan are intended to be supported by a multimodal transportation network. Connective pathways and trails through the natural heritage system are proposed to be permitted where appropriate, especially where connecting to community facilities such as parks and schools, to encourage pedestrian or cycling mobility through the Secondary Plan area. The approximately 169.49 hectares (418.8 acres) of protected natural heritage area will support green infrastructure and environmental sustainability. Approximately 25 hectares (61.8 acres) of parkland is also proposed, which will also support green infrastructure. Together, these areas represent approximately 27% of the Secondary Plan area. Additionally, approximately 32.21 hectares (76.6 acres) of stormwater ponds are proposed, which will support naturalized planting areas and improve resilience.

Section 2.2.5 of the Growth Plan outlines policy regarding employment, including:

- 2.2.5.1 *Economic development and competitiveness in the GGH will be promoted by:*
 - a) *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
 - b) *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
 - c) *planning to better connect areas with high employment densities to transit; and*
 - d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment*
- 2.2.5.3 *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 2.2.5.4 *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.*

2.2.5.5 *Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.*

As discussed above in this Report, an area of approximately 95.04 acres (234.8 acres) is protected for employment in the Secondary Plan and is planned to be developed at a target density of 26 jobs per hectare. This area consists of both Prestige Employment Area and General Employment Area designations. As noted, the General Employment Area is proposed to consist primarily of the existing Region of Peel Alloo Reservoir and Pumping Station and a planned future Town of Caledon operations centre and works yard. The Prestige Employment Area otherwise permits a range of industrial uses, including manufacturing, offices, hotels, trade schools, and ancillary uses. Industrial uses are not proposed in any other land use designation of the Secondary Plan. This area is connected to planned or existing higher order transit along Mayfield Road, as well as the future Mayfield Road Transit Hub and Highway 413 Transitway. This is an appropriate area for more intensive industrial uses as it is adjacent to a planned major highway interchange, naturally buffered from residential uses through the natural heritage system to the north, and adjacent to major goods movement corridors.

2.2.5.7 *Municipalities will plan for all employment areas within settlement areas by:*

- a) *prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;*
- b) *prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and*
- c) *providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.*

2.2.5.8 *The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.*

Residential uses and sensitive uses are not permitted in the Employment Area designation within the Secondary Plan. Major retail uses will be located outside of the designated Employment Area, in the Major Commercial/Mixed Use Area designation. Land use compatibility will be supported as the Employment Area is bordered to the west and south by the Highway 413 Transportation Corridor and Mayfield Road, respectively. To the north, the Employment Area is bordered by a natural heritage corridor and will not directly abut residential uses.

To the east of the employment area, and east of the General Employment Area designation, the proposed land use consists of a mix of Neighbourhood Area and Major Commercial/Mixed Use Area. Within the General Employment Area, the Alloa Reservoir and Pumping Station is not anticipated to produce adverse effects that would negatively impact adjacent residential uses. Additionally, the Alloa Reservoir is anticipated to remain long-term as necessary public infrastructure and not to be converted to a more intensive use. The future operations centre and works yard is not anticipated to produce adverse effects and is otherwise adjacent to a commercial area with no sensitive land uses. No adverse impact on these employment uses is anticipated from the east.

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

Within the Neighbourhood Area, a mix of non-residential uses are proposed, including neighbourhood scale retail, commercial, personal service, and professional services. These uses are intended to be integrated within residential neighbourhoods and within mixed-use buildings or mixed-use sites. Integrating these uses within the Neighbourhood Area designation will promote a more compact built form, supported by accessible commercial amenities. Retail and other related uses are also permitted in the Major Commercial/Mixed Use area, further integrated within mixed-use buildings.

Section 2.2.6 of the Growth Plan outlines policy regarding housing. Per the Growth Plan, housing choice will be supported through the achievement of minimum density targets in Designated Greenfield Area, as well as identifying a range of housing options and targets for affordable ownership and rental housing (2.2.6.1). The Growth Plan identifies a minimum density target of 50 residents and jobs per hectare across the Designated Greenfield Area in the Region of Peel (excluding specified land areas, including natural heritage and employment). The Secondary Plan is planned to meet and exceed this minimum target and intends to provide a minimum density of 90 residents and jobs per hectare across the identified community area.

This growth will be accommodated through a range of housing options, including additional or secondary units. The Secondary Plan targets a total of 30% of all new housing units to be affordable, that 25% of all new housing units are rental tenure, and that 50% of all new housing units are in forms other than detached and semi-detached. These targets are in conformity with the housing targets set by the Region of Peel.

Per the Growth Plan, all new development in Designated Greenfield Areas will be planned to *support the achievement of complete communities, support active transportation, and encourage the integration and sustained viability of transit services*. Within the Secondary Plan, the proposed density will be supported by multimodal transportation infrastructure, including a defined collector roadway grid, higher-order public transit, pedestrian pathways, and a trail network. The proposed Transportation network is further discussed below through Section 3.2.2 of the Growth Plan.

7.2.2 Infrastructure to Support Growth (Growth Plan)

Section 3.2.2 of the Growth Plan outlines policy regarding transportation, including:

- 3.2.2.2 *The transportation system within the GGH will be planned and managed to:*
- a) *provide connectivity among transportation modes for moving people and for moving goods;*
 - b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for 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.*
- 3.2.2.3 *In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated*

The Transportation Needs Assessment prepared for the Secondary Plan by Crozier (July 2024) proposes a transportation network which increases multimodal mobility and reduces dependence on vehicle use. Per the Assessment, transit and active transportation routes will complement the primary collector road network and a complete streets perspective has been utilized in all transportation planning. Natural traffic calming measures are recommended in tertiary design of the expanded road network, as well as direct traffic calming implementation at the more detailed design scale.

Sections 3.2.6 and 3.2.7 of the Growth Plan outline policy regarding water/wastewater and stormwater management, respectively. Relevant policy includes:

- 3.2.6.2 *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
- a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
- [...]

A Scoped Servicing Study has been prepared in support of the Secondary Plan by Urbantech (July 2024). Per the Study, the Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all operating scenarios.

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

A Local Subwatershed Study has been prepared in support of the Secondary Plan by Crozier (July 2024). The Study informs the land use pattern of the Secondary Plan, including the delineation of the natural heritage system and linkages, and provides recommendations for mitigating the impact of development and site alteration. The Study further informs the Scoped Servicing Study (Crozier, 2024), which outlines the stormwater management strategy for the Secondary Plan.

Section 3.2.8 of the Growth Plan outlines policy regarding public service facilities, including:

- 3.2.8.2 *Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness*

The Community Services and Facilities Study, prepared by urbanMetrics (June 2024) identifies a need for a community centre in the Secondary Plan. It is proposed that the community centre can be accommodated in the Community Park, or within Phase 2. Per the Study, the community centre could co-locate with additional public services, including library services, and meet community needs.

7.2.3 Protecting What is Valuable (Growth Plan)

Sections 4.2.1 and 4.2.2 of the Growth Plan outline policy regarding water resource systems and natural heritage systems, respectively. Relevant policy includes:

4.2.1.4 *Planning for large-scale development in designated greenfield areas, including secondary plans, will be informed by a subwatershed plan or equivalent.*

As noted above, a Local Subwatershed Study has been prepared for the Secondary Plan, as detailed in Section 6.11 of this Report.

4.2.2.3 *Within the Natural Heritage System for the Growth Plan:*

a) *new development or site alteration will demonstrate that:*

- i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- ii. *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
- iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

[...]

- vi. *at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8;*

Per the Growth Plan Section 4.2.2 (Natural Heritage System), mapping for the Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017 (4.2.2.1) and generally applies to the natural heritage systems identified outside those settlement areas (4.2.2.4). As the Town of Caledon settlement area was recently expanded to include the Subject Lands as New Urban Area, the natural heritage systems identified within the Subject Lands are no longer subject to Growth Plan policy

4.2.2.3. Per the Growth Plan Section 4.2.2.7, the natural heritage systems are still intended to be protected in a manner that ensures that the connectivity between, and diversity and functions of, the natural heritage features and areas will be maintained, restored, or enhanced.

The Secondary Plan is in conformity with the intent of the Growth Plan as it aims to protect the natural heritage system through the Natural Environment System Area designation. This designation generally prohibits development outside of habitat conservation, passive recreation, and stormwater management. Linkages and connectivity between natural features are supported, as informed by the work of the Local Subwatershed Study. The land within the Natural Environment System Area is ultimately intended to be conveyed to the Town of Caledon.

Section 4.2.5 of the Growth Plan outlines policy regarding public open space, including:

- 4.2.5.1 *Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:*
- a) *clearly demarcates where public access is and is not permitted;*
 - b) *is based on a co-ordinated approach to trail planning and development; and*
 - c) *is based on good land stewardship practices for public and private lands.*

The Secondary Plan identifies eight neighbourhood parks and one community park, for an approximate total of 25 hectares (61.8 acres) of parkland. Recreational trails are intended to connect between park facilities, the natural heritage system, and other public transportation routes. Active transportation linkages will be provided where it has been demonstrated there will be no adverse impacts to user or the natural heritage system.

Section 4.2.7 of the Growth Plan outlines policy regarding cultural heritage resources, including:

- 4.2.7.1 *Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.*
- 4.2.7.2 *Municipalities will work with stakeholders, as well as First Nations and Métis communities, in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.*

Per the Cultural Heritage Impact Statement prepared by WSP (December 2023), twenty two (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. The Assessment recommended further assessment of each BHR and CHL for future development applications on impacted properties where undue impact to heritage features cannot be avoided. Potential conservation measures may be recommended through these future studies.

4.2.7.3 *Municipalities are encouraged to prepare archaeological management plans and municipal cultural plans and consider them in their decision-making*

A Stage 1 Archaeological Assessment was prepared for the Subject Lands by Parslow Heritage Consultancy Inc. (January 2024). Per the Assessment, a further Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Sections 4.2.9 and 4.2.10 of the Growth Plan outline policy regarding energy conservation and climate change, respectively. Relevant policy includes:

4.2.9.1 *Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:*

- a) *water conservation, including through:*
 - i. *water demand management for the efficient use of water; and*
 - ii. *water recycling to maximize the reuse and recycling of water;*
- b) *energy conservation for existing buildings and planned developments, including municipally owned facilities, including through:*
 - i. *identification of opportunities for conservation, energy efficiency and demand management, as well as district energy generation, renewable energy systems and alternative energy systems and distribution through community, municipal, and regional energy planning processes, and in the development of conservation and demand management plans;*
 - ii. *land use patterns and urban design standards that support energy efficiency and demand reductions, and opportunities*

The Secondary Plan supports water conservation and will consider rainwater harvesting and reuse systems for outdoor irrigation and use. The ROP identifies a target to reduce water consumption per capita by 15% over the next 20 years (6.5.15). The Secondary Plan will consider water fixtures that achieve 25% reduction in water consumption over baseline fixtures.

The Secondary Plan supports water and energy efficiency at the community and site-specific scale. Opportunities to conserve energy are supported by the Secondary Plan, including cool/green roofs, heat pumps, and on-site energy generation. The Community Energy and Emissions Reduction Plan, prepared by Pratus (July 2024), details multiple building-scale strategies to reduce heating/cooling emissions. The most efficient measures were evaluated to be geothermal heat pump, solar photovoltaic panels, and domestic hot water with natural gas backup.

- 4.2.10.2 *In planning to reduce greenhouse gas emissions and address the impacts of a changing climate, municipalities are encouraged to:*
- a) *develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;*
 - b) *develop greenhouse gas inventories for transportation, buildings, waste management and municipal operations; and*
 - c) *establish municipal interim and long-term greenhouse gas emission reduction targets that support provincial targets and reflect consideration of the goal of low-carbon communities and monitor and report on progress made towards the achievement of these targets.*

A Climate Change Adaptation Plan will be prepared in support of the Secondary Plan, and a Letter of Intent has been included with the initial submission, prepared by Pratus, dated July 2, 2024. Further detail is provided in Section 6.3 of this Report. Concurrent with preparing the Climate Change Adaptation Plan, Pratus has advised additional supporting studies on the integration of climate adaptive strategies, including the Scoped Servicing Study (Urbantech, July 2024), and Community Design Plan (NAK, July 2024). The Secondary Plan intends to incorporate climate change adaptation and mitigation in design and respond to the recommendations of the Climate Change Adaptation Plan.

On review of applicable policy, it is our opinion that the Secondary Plan conforms with the Growth Plan.

7.3 Region of Peel Official Plan (2022)

The Region of Peel Official Plan ("ROP") was adopted by Regional Council on April 28, 2022, and was adopted with modifications by the Ministry of Municipal Affairs and Housing on

November 4, 2022. In conformity with the Growth Plan, the 2051 population forecast for the Region is 2,280,000 persons – including 300,000 expected in the Town of Caledon. Similarly, the employment forecast is 1,070,000 – including 125,000 jobs expected in the Town of Caledon.

The Regional Official Plan (the “ROP”) is the primary long-term strategic land use policy document for the Region of Peel. It provides Regional Council with a policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a consistent regional structure. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans. Local municipal official plans are expected to be more detailed in their policy than the ROP.

Through Bill 23, the *More Homes Built Faster Act, 2023*, the Province directed that the Region of Peel will become an “upper-tier municipality without planning responsibilities”, on a future date to be proclaimed by the Lieutenant Governor. Through this change, it is expected that the Region of Peel Official Plan will be integrated into lower-tier municipalities’ Official Plans, where applicable. ROP policy regarding the Town of Caledon will become the Town of Caledon’s responsibility. This change is not yet in effect.

Within the ROP, the Subject Lands are designated “2051 New Urban Area” and “Employment Area” (see *Figure 3 – Region of Peel Official Plan – Schedule E-1 – Regional Structure*).

A primary theme of the ROP policy is sustainability, which is read through cultural, economic, and environmental lenses to meet the needs of present populations while safeguarding the needs of future populations. Through this understanding, the ROP outlines the following policy goals: *to create healthy, resilient, equitable, and sustainable regional communities; to recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages; to ensure the Region is resilient and adapted to a changing climate; to recognize the importance of a vital, competitive and diverse economy; and to support growth and development which takes place in a sustainable manner.* The Secondary Plan intends to meet these policy goals through the implementation of a new secondary plan in a developing area and an emphasis on multimodal transportation, a mix of uses, and a range of housing options.

7.3.1 The Natural Environment (ROP)

This chapter outlines environmental features to be protected within the Region of Peel. Sections 2.3 and 2.4 of the ROP outline policy and objectives regarding the natural environment and climate system, respectively. Relevant policy includes:

2.3.3 *Protect, maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies.*

The Secondary Plan encourages a compact form of development that intends to support alternatives to automobile travel, a reduction of emissions, and a protection or enhancement of natural heritage features. A Local Subwatershed Study has been prepared in support of the Secondary Plan by Crozier (July 2024). The Study informs the land use pattern of the Secondary Plan, including the delineation of the natural heritage system and linkages, and provides recommendations for mitigating the impact of development and site alteration.

2.4.10 *Direct the local municipalities in collaboration with the Region to undertake community energy and greenhouse gas emissions reduction planning in accordance with provincial guidance, including developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.*

The Community Energy and Emissions Reduction Plan was prepared in support of the Secondary Plan by Pratus (July 2024). The Plan details building-scale measures to reduce emissions and promote low carbon alternatives, with opportunity to reduce up to 85% of greenhouse gas emissions associated with development in the Secondary Plan.

2.4.12 *Proactively engage all orders of government, the private sector, public organizations and the public to support implementation of climate change planning actions.*

A Climate Change Adaptation Plan will be prepared in support of the Secondary Plan, and a Letter of Intent has been included with the initial submission, prepared by Pratus (July 2024). The Secondary Plan intends to incorporate climate change adaptation and mitigation in design, and implement or respond to the recommendations of the Climate Change Adaptation Plan.

Section 2.5 of the ROP outlines objectives and policy regarding air quality, including:

2.5.2 *To improve local air quality and reduce greenhouse gas emissions.*

2.5.3 *To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.*

As noted above, the Secondary Plan provides a multimodal transportation plan that intends to support alternative methods of travel, including walking, cycling, public transit, or rideshare. An accessible transportation plan may reduce the dependence on personal vehicles and resultingly reduce greenhouse gas emissions. The compact built form encouraged by the land use pattern and housing targets of the Secondary Plan will further encourage energy conservation and efficiency. Approximately 27% of the Secondary Plan consists of natural heritage area or parkland, which support green infrastructure, biodiversity, and access to environmental areas for residents.

Section 2.6 of the ROP outlines objectives and policy regarding water resources, watersheds, and stormwater management. Relevant policy includes:

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

2.6.9 *Require the use of low impact development and green infrastructure approaches, as appropriate, to mitigate and adapt to climate change impacts, mitigate the impacts of development on natural heritage features, support the efficient and sustainable use of water resources and to manage stormwater.*

As noted above, a Local Subwatershed Study was prepared in support of this application, and is summarized in Section 6.11 of this Report. The Local Subwatershed Study includes the components further described in Section 2.6.19.7, including characterizing existing conditions, assessing impact from the Secondary Plan, and providing recommendations to avoid or mitigate environmental impacts. The Study identifies water features to be protected or enhanced, including wetlands and the Alloa Municipal Drain, and identifies opportunities for greater linkages between features. Recommendations from the Study will be incorporated into development of the Secondary Plan area, including recommendations for further study at the local level.

All significant water features have been identified through the reporting of the Local Subwatershed Study and are protected from development within the Natural Environment System Area. As noted, development is generally prohibited in this designation. Low Impact Development measures are recommended, including downspout disconnection, infiltration trench, bioretention, rain barrels, soil cells, perforated pipe systems, dry stormwater management ponds, and infiltration chambers.

Section 2.6.20 of the ROP provides policy on stormwater management, with the objective to support practice that *protects, improves, or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation* (2.6.20.1). The Region directs the Town of Caledon to integrate stormwater management planning requirements throughout the planning approvals process (2.6.20.7) and requires proposals for large-scale development to be supported by a stormwater management plan (2.6.20.13).

The Scoped Servicing Study prepared by Urbantech (July 2024), and submitted with this application contains the requirements of Section 2.6.20.13. The Scoped Servicing Study is informed by the Local Subwatershed Study and the stormwater strategy therein intends to protect the health of water resources while reducing the impact and hazards of stormwater on the natural areas and proposed development. Erosion and quality control measures are recommended, as well as multiple LID measures. The Study is detailed further in Section 6.12 of this Report.

Section 2.14 of the ROP outlines policy regarding the Greenlands System in the Region of Peel, of which the long-term ecological function is intended to be protected, restored, or enhanced. (2.14.1) Per Schedule C-2 of the ROP, Core Areas of the Greenlands system are identified on the Subject Lands. Core Areas may consist of natural heritage features and areas including wetlands, woodlands, Environmentally Sensitive or Significant Areas, valley and stream corridors, and/or fish and wildlife habitat (2.14.12).

It is understood these boundaries are intended to be general in nature and may be refined at a more local level, including through local municipal official plans, and site-specific studies. As such, the boundaries of these features have indeed been refined through the Local Subwatershed Study. The proposed boundaries, as identified generally on the Secondary Plan Land Use Plan, and in more detail in the Local Subwatershed Study, are intended to maintain, restore, or provide new linkages between natural heritage features, in conformity with the objectives of the ROP (2.14.2).

In accordance with Section 2.14.15 of the ROP, development will be generally prohibited within the Natural Environment System Area of the Secondary Plan, which includes Core Areas of the Greenlands system. Limited uses and activities are proposed, including fish and wildlife conservation and management, passive recreational facilities, and essential stormwater infrastructure. The lands within the designation will be zoned to prevent development and ensure the lands remain primarily in a natural state and/or restored and enhanced in accordance with the recommendations of the Local Subwatershed Study. The Natural Environment System Area lands are ultimately intended to be conveyed to the Town of Caledon through the development approvals process, where applicable.

Section 2.14.43 of the ROP outlines policy regarding the urban forest, which is defined as *all trees in urban and rural settlement areas, as well as the soils that sustain them, located on public and private property. The urban forest includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards.* Per the ROP:

2.14.43.3 *Recognize the urban forest as green infrastructure and a natural asset and provide direction to incorporate trees and wooded natural areas in municipal asset management planning.*

The Secondary Plan encourages the use of green infrastructure strategies in development, including the retention, restoration, or expansion of the urban forest. Outside of the natural heritage system, trees will generally be encouraged in local streetscape design, parkland planning, and stormwater pond design.

Regarding Section 2.16 and natural hazard policy in the ROP, development in the Subject Lands will be directed away from hazardous lands and flood plains, which are identified within the Natural Environment System Area designation, and as defined by the Local Subwatershed Study. Low Impact Development and green infrastructure are encouraged in the Secondary Plan across all development to reduce risks associated with natural hazards.

7.3.2 Resources

This chapter outlines policy regarding the use of resources within the Region of Peel, including resources within the natural environment and recreation and cultural resources. Section 3.6 outlines policy regarding cultural heritage. Relevant policy includes:

3.6.10 *Require local municipal official plans to include policies where the proponents of development proposals affecting cultural heritage resources provide sufficient documentation to meet provincial requirements and address the Region's objectives with respect to cultural heritage resources.*

3.6.11 *Direct the local municipalities to only permit development and site alteration on adjacent lands to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

As discussed in this Report, a Cultural Heritage Impact Statement was prepared by WSP (December 2023). Twenty two (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the

Subject Lands. The Assessment includes recommendations for further assessment with future development applications, including potential conservation measures. Where possible, cultural heritage features are intended to be incorporated into community design.

3.6.12 *Direct the local municipalities to only permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site, consistent with provincial requirements. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.*

A Stage 1 Archaeological Assessment was prepared for the Subject Lands by Parslow Heritage Consultancy Inc. (January 2024). Per the Assessment, a further Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Section 3.7 of the ROP outlines policy regarding energy resources, where a stated objective is to *conserve energy by promoting energy efficient land use and development patterns, efficient transportation, and alternative and renewable energy systems*. Relevant policy includes:

3.7.6 *Support energy conservation and efficiency through land use and development patterns which promote compact built form and sustainable modes of transportation.*

The Secondary Plan is located adjacent to existing or planned communities in the Town of Caledon and City of Brampton (Mayfield West, Mount Pleasant, respectively) with existing regional infrastructure and services. The Secondary Plan is a logical extension of growth from these areas, and will provide for efficient delivery and use of existing and planned services across community boundaries. The greatest mix of uses and densities in the Secondary Plan will generally be located along the existing arterial and collector roads (Mayfield Road, Mississauga Road, Creditview Road, Chinguacousy Road) on the Subject Lands, adjacent to surrounding communities, and providing for transit-supportive development. Approximately 74% of the unit mix in the Secondary Plan is proposed to consist of Medium, Medium-High Density, or Mixed Use built forms, which includes townhouses, stacked townhouses, and apartments.

3.7.7 *Support energy conservation and efficiency and low carbon energy alternatives in buildings and planned development through community energy and emissions*

reduction planning initiatives, the development of sustainable site and building design standards and guidelines, and through the development of alternative and renewable energy systems, including low carbon district energy systems. The implementation of planning initiatives, standards, guidelines and energy infrastructure should work towards achieving net zero emissions over time.

3.7.9 *Support policies that promote the creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects, improve energy conservation and reduce energy demand.*

The use of natural gas will be discouraged in the Secondary Plan and efforts will be made to minimize its use in favour of alternatives, including community scale or renewable energy. The Secondary Plan supports the study and implementation of net zero carbon emission methods. Low-carbon technologies such as heat pumps and hybrid heating systems are encouraged, as well as energy reducing measures such as cool roof/green roof technology and green infrastructure (including street tree canopy).

3.7.17 *Direct the local municipalities to require all major development proposals to submit alternative and renewable energy systems feasibility studies, where appropriate, including the consideration of solar and geothermal energy installation and district and other low-carbon energy systems. Where such systems have been determined to be feasible, studies should indicate how the alternative and renewable energy solutions will be incorporated into the development.*

A Community Energy and Emissions Reduction Plan has been prepared in support of the Secondary Plan by Pratus Group Inc. (July 2024). The Plan was prepared to review energy conservation and local energy production opportunities within the Secondary Plan and identified feasible building-scale opportunities to reduce emissions. Recommended strategies within the Plan apply at the Secondary Plan level, and will be implemented through subsequent detailed development planning applications.

7.3.3 Growth Management Forecasts

This chapter outlines growth forecasts within the Region of Peel and its three local municipalities, including the Town of Caledon, as well as policy to guide that expected growth. As noted above in this Report, the 2051 population forecast for the Region is 2,280,000 persons – including 300,000 expected in the Town of Caledon across 90,000 households. Similarly, the employment forecast for the Region is 1,070,000 – including 125,000 jobs expected in the Town of Caledon.

As detailed in Section 3.11 of this Report, the proposed Secondary Plan is planned to accommodate a total population of approximately of 40,005 people and 3,964 jobs (including population-related jobs and the Employment Area).

Section 4.3.14 of the ROP directs local municipalities to *work with school boards and agencies to ensure the necessary infrastructure and public service facilities are in place to accommodate forecasted growth*. In support of the Secondary Plan, a Student Accommodation and School Site Needs Analysis Memorandum was prepared by Quadrant Advisory Group Limited, dated June 3, 2024. The Memorandum assessed student accommodation needs that would be generated by the proposed Secondary Plan and concluded that three (3) PDSB elementary, one (1) PDSB secondary and two (2) DPCDSB elementary school sites would be needed to accommodate the proposed population of the Secondary Plan. Together with the existing Alloo Public School, these total seven school sites are conceptually identified on the Land Use Plan.

7.3.4 Regional Structure

This chapter outlines policy to guide development across the Region of Peel, where municipalities will accommodate the expected growth in complete communities while respecting environmental and resource management objectives. Relevant policy includes:

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.*

The Subject Lands are within the Urban System and, as noted above in this Report, are located directly adjacent to existing or planned communities in the Town of Caledon and City of Brampton with existing regional infrastructure and services. As such it is logical area for growth in the Region, and an opportunity to leverage investment in service delivery.

5.3.3 *Plan for major facilities and sensitive land uses to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with the applicable provincial guidelines, standards and procedures.*

As discussed above in this Report, the Employment Area and Community Area are adequately separated and generally buffered by the natural heritage system, where only a minor portion of the Neighbourhood Area that would permit residential development is adjacent the General

Employment Area designation. As noted, the General Employment Area consists of the Region of Peel Alloo Reservoir and Pumping Station and a future operations centre and works yard. The Pumping Station is not anticipated to produce adverse effects that would negatively impact adjacent residential uses, including industrial emissions. Adjacent sensitive uses are not anticipated to impact the operations of the Pumping Station as it is essential infrastructure and planned as a long-term facility.

Section 5.3 of the ROP outlines policy regarding growth management, with the objective to manage growth based on growth forecasts, including employment density targets and greenfield density targets.

5.4.10 *Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.*

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

As discussed above in this Report, the Secondary Plan provides a diverse mix of land uses, including a range of housing options, and is planned for a transit-supportive compact built form, with multimodal transportation access to employment, recreation, and community amenities.

5.4.17 *Ensure that planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:*

- a) *demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;*
- b) *demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and*

- c) *address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.*

Per the Agricultural Impact Assessment prepared for the Secondary Plan by Colville Consulting (May 2024), the Subject Lands were assessed as lower priority agricultural lands and a reasonable location for settlement area expansion. Recommendations in the Assessment were provided to reduce or make negligible the impacts of proposed development on the Subject Lands and neighbouring agricultural area.

A Local Subwatershed Study was prepared for the Secondary Plan by Crozier (July 2024) which provides an environmental analysis of the natural heritage system. Significant areas have been identified for protection, and recommendations are provided to minimize and/or mitigate any negative impact from development.

The Subject Lands are not within the jurisdiction of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, or the Oak Ridges Moraine Conservation Plan.

Section 5.4.19 of the ROP outlines policy regarding Greenfield Density. The Region plans for a minimum greenfield density target of 70 residents and jobs combined per hectare (5.4.19.6). This target is measured across the entirety of the Region's Designated Greenfield Area – excluding identified features such as natural heritage and employment. Per Section 5.4.19.20 of the ROP, the Town of Caledon is assigned a specific target of 67.5 residents and jobs combined per hectare. As detailed in Section 3.11 of this Report, the Secondary Plan is planned for a community area density of 90 residents and jobs combined per hectare and will meet or exceed the ROP target.

Section 5.6 of the ROP outlines policy regarding the urban system. The Subject Lands are identified within the Region's urban system and within the 2051 New Urban Area overlay.

5.6.12 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*

5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*

The Secondary Plan is located in a logical area for growth within the Region, and can be serviced by extension of existing or planned regional infrastructure. The Secondary Plan is

proposed to be implemented in two Phases, and given the availability of water, wastewater, and transportation infrastructure adjacent to Phase 1, it is planned to develop earlier in the planning approvals process. Phase 2 is planned to proceed once sufficient infrastructure is available. Prior to development of either Phase, a community-wide Development Staging and Sequencing Plan (DSSP) and Tertiary Plan will be prepared to the satisfaction of the Region and/or the Town of Caledon. These plans will identify staging principles and provide a more detailed analysis of the Subject Lands prior to development.

5.6.16 Encourage the local municipalities to develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, and major truck terminals.

The Employment Area in the Secondary Plan is located in the southwest of the Subject Lands, adjacent to Mayfield Road and the Highway 413 Transportation Corridor. These are freight-supportive and major goods movement corridors and consist of Provincial and Regional infrastructure. The proposed Employment Area uses are compatible with major goods movement facilities and corridors.

Section 5.6.20 of the ROP outlines policy regarding Designated Greenfield Area within the Region. Per the ROP, development in Designated Greenfield Area is directed to be implemented through secondary planning and community level block planning.

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.

The Secondary Plan intends to align with the staging and sequencing plans of the Town of Caledon, including the growth management and phasing plan as implemented through the Future Caledon Official Plan. As noted, the Secondary Plan will also be preparing its own Development Staging and Sequencing Plan, which will establish development phasing and staging principles, including consideration of the construction of public infrastructure and services such as roadways, water and wastewater, stormwater, public utilities, public transit, community facilities, environmental policy area, fire station and emergency services, and affordable housing sites – consistent with the direction from the Region of Peel and Town of Caledon.

Section 5.6.20.14 of the ROP outlines policy regarding the 2051 New Urban Area. This total area is expected to accommodate approximately 175,000 people and 19,000 population-

related jobs in the Community Area, and 38,000 jobs in the Employment Area. Section 5.6.20.14.11 of the ROP directs that planning applications of 50 units or more should prepare a housing assessment to demonstrate contribution to Peel-wide housing targets. A Housing Assessment has been prepared in support of the Secondary Plan by GSAI (July 2024). The Assessment identifies that the Secondary Plan meets the housing targets identified in Table 4 of the ROP, as discussed below.

The ROP requires that the local municipalities' secondary plans be undertaken on the basis of specified studies, and to the satisfaction of the applicable municipality (5.6.20.14.17). Specific studies include an agricultural impact assessment, a community energy and emissions reduction plan, and a climate change adaptation plan. These plans have been prepared in support of the Secondary Plan and are detailed in Section 6.0 of this Report.

Section 5.8 of the ROP outlines policy regarding employment areas. Per the ROP, the Subject Lands are partially designated as Employment Area (see *Figure 4 – Region of Peel Official Plan – Schedule E-4 – Employment Areas*). The ROP intends to protect employment lands for a range of uses and to ensure they are developed sustainably. Within the Town of Caledon, Employment Area is targeted to achieve a density of 26 jobs per hectare. The Secondary Plan is planned to meet this target, in conformity with the ROP. Relevant employment area policy includes:

5.8.22 *Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including Employment Land adjacent to and in proximity to major goods movement facilities and corridors.*

As discussed in this Report, the Employment Area designation within the Secondary Plan is predominantly buffered from adjacent sensitive uses, and is not expected to be negatively impacted by any adjacent uses. The Employment Area is expected to be supported due to its adjacency to major goods movement facilities and corridors.

5.8.31 *Permit retail and commercial uses that are ancillary to the primary employment use in Employment Areas in accordance with the local municipal official plans.*

The Prestige Employment Areas permit ancillary uses such as retail within the ground floor of multi-storey office building. These built forms are anticipated to develop in proximity to transit service, including near the planned Mayfield Transit Hub, which provides connection to the Highway 413 Transitway. The land use pattern within the Prestige Employment Area designation is not defined through the Secondary Plan, but is expected to be refined through

site-specific development applications and subsequent studies, in communication with the Town of Caledon and in accordance with the Future Caledon Official Plan.

Ancillary retail uses are additionally permitted within a multi-unit industrial building, provided the gross floor area of such use(s) does not exceed 25 percent of the gross floor area of the industrial building. This will ensure a mix of uses is supported for the benefit of workers and residents of the area, while protecting other employment uses within the Employment Area.

5.8.42 *Encourage the planning and development of Employment Areas in a manner which takes into account the sustainable development imperatives as outlined in the Overarching Themes in Section 1.6 of this Plan. Energy efficient buildings, sustainable design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.*

5.8.45 *Employment Areas shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and active transportation.*

The Secondary Plan supports low carbon technology in all development in the Secondary Plan, including within industrial development and transportation infrastructure, such as electric vehicle infrastructure. At detailed design, consideration will be given to allocating space for car-share, bicycle, cargo e-bikes, and electric vehicle stations. Along with a robust active transportation network within the Secondary Plan, these various transportation modes may support multimodal transportation, and provide last-mile connection between the employment area and public transportation. Regarding building design, at further detailed planning stages, where opportunities to conserve energy or build energy resilience are identified, they will be supported by the Secondary Plan, provided they maintain the vitality of the Employment Area. Development will consider and implement regional green development standards, as well as the Town of Caledon's Green Development Standards.

5.8.44 *Encourage the local municipalities to make provisions in their official plans for lands outside of Employment Areas to accommodate retail and commercial uses to support complete communities.*

The Neighbourhood Area Designation and Major Commercial/Mixed Use Area accommodate retail and commercial uses – outside of Employment Areas.

Section 5.9 of the ROP outlines policy regarding housing, including the establishment of Peel-wide housing targets. Relevant policy includes:

5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.

<i>Table 4 – Peel-wide New Housing Unit Targets</i>	
<i>Target Area</i>	<i>Targets</i>
<i>Affordability</i>	<i>That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure.</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semi-detached houses.</i>

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.

5.9.51 Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.

The Secondary Plan proposes a diverse range of housing options including accommodation for multi-unit buildings, affordable units, secondary and accessory units, and rental tenure. Within the Secondary Plan, new affordable and rental housing is encouraged to include barrier-free, universal, or flexible design features. The Secondary Plan intends to provide a range of unit sizes that are suitable for larger households and families, which may include two or more bedroom units. Detail on exact unit types is anticipated through subsequent development planning applications for individual parcels. The Secondary Plan proposes approximately 74% of new housing units to be in forms other than detached or semi-detached units. Approximately 10,495 units are proposed across townhouse, stacked townhouse, apartment, or mixed use forms. The targets identified within Table 4 of the ROP are illustrated within the Secondary Plan and development shall contribute to meeting these targets. A Housing Assessment was prepared and submitted in support of the application, per ROP policy, as greater than 50 units are proposed.

Section 5.10 of the ROP outlines policy regarding transportation systems. Relevant policy includes:

- 5.10.18 *To support the achievement of complete communities, plan for the development, optimization and/or expansion of new or existing Regional transportation corridors, including:*
- a) *Support opportunities for accessible multi-modal use;*
 - b) *Prioritize sustainable transportation and goods movement ahead of single-occupant vehicles; and*
 - c) *Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.*

Per the Transportation Needs Assessment, prepared by Crozier (July 2024), future Regional road improvements have been incorporated into the proposed multimodal transportation network, including on Mayfield Road and Mississauga Road. As the ROP encourages activities generating substantial goods movement to strategically locate near major roads and highways, the Employment Area is well situated at the southwest of the Secondary Plan. Within the Employment Area, there are no new north-south collector connections proposed to Mayfield Road, which allows for a strategic separation of employment and residential traffic, as well as protects further crossings through the natural heritage system.

Section 5.10.34 of the ROP outlines policy regarding sustainable transportation, which is defined as *the movement of people using low-impact modes including walking, cycling, public transit, and carpooling*. Relevant policy includes:

- 5.10.34.9 *Encourage local municipalities to:*
- a) *Promote land uses and site design which foster the safe and efficient use of sustainable transportation modes along local and Regional roads;*
 - b) *Work with the appropriate agencies to promote infrastructure and services that encourage implementation of transportation demand management strategies;*
 - c) *Promote a balance of jobs and housing in communities to reduce the need for long distance commuting;*
 - d) *Prioritize transit and active transportation to support future travel demand;*
 - e) *Promote sustainable transportation to and from school sites and routes; and*
 - f) *For new development in Designated Greenfield Areas and redevelopment, create complete streets configurations, densities and an urban form that:*

- i) *support walking, cycling and the early integration and sustained viability of transit services; and*
- ii) *create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.*

The Transportation network within the Secondary Plan is generally framed by Provincial, Regional, and Town roadways, including the Highway 413 Transportation Corridor, Regional Roads (Mayfield Road; Mississauga Road), and Town Arterials (Creditview Road, Chinguacousy Road). A conceptual collector road grid is proposed within the Secondary Plan that generally follows the conceptual network illustrated in the Future Caledon Official Plan (see *Figure 6 – Future Caledon Official Plan – Schedule C1 – Town Wide Transportation Network*). Arterial and collector roads will be developed with sidewalks or a combination of sidewalk and multi-use trail on both sides of the road. At minimum, local streets are intended to be provided with a sidewalk on one side of the street. Public sidewalks will connect with the trail network in the Secondary Plan, and include pedestrian amenities to support active transportation, including street trees, lighting, seating, signage, and cycling infrastructure where appropriate. Connections to the transit system, park space, schools, and natural heritage system will be provided where possible. Consideration will be given to allocating space for car-share, bicycle, cargo e-bikes, and electric vehicle stations. The land use pattern and urban form of the Secondary Plan will support a mix of non-residential uses throughout the Neighbourhood Area, encouraging non-vehicle travel and local mobility for residents.

Connections to the transit system, park space, schools, and natural heritage system will be provided where possible. Consideration will be given to allocating space for car-share, bicycle, cargo e-bikes, and electric vehicle stations. The land use pattern and urban form of the Secondary Plan will support a mix of non-residential uses throughout the Neighbourhood Area, encouraging non-vehicle travel and local mobility for residents.

Compatibility with the transportation network is considered in the Secondary Plan, where land uses along the north of Mayfield Road primarily consist of Prestige and General Employment Area and Major Commercial/Mixed Use Area, as well as a small portion of Neighbourhood Area. While residential uses are permitted in the Major Commercial/Mixed Use Area, the greater density expected within this designation will provide greater opportunity to mitigate potential vehicular noise. A similar land use pattern and opportunity for mitigation is provided along Mississauga Road, which is primarily bordered by employment area, natural heritage, and Major Commercial/Mixed Use, as well as a portion of Neighbourhood Area. The Environmental Noise Feasibility Study, prepared by Valcoustics (July 2024), provides recommendations for site-specific traffic noise mitigation which can be implemented at subsequent stages of development approval for properties within the Secondary Plan.

7.3.5 Services

This chapter of the ROP outlines policy regarding Regional services across the Region of Peel area. Policy generally regards the Region's provision of human services, including health services, social services, housing, and emergency services. The Region encourages municipalities to consider access to human services when creating secondary plans (6.3.6). As detailed in the Community Services and Facilities Study, prepared by urbanMetrics (June 2024) there is generally sufficient access to public service facilities for future residents of the Secondary Plan, in part through future Regional planning, which may co-locate a paramedic station within the conceptual fire station identified by the Town of Caledon at the Tim Manley Avenue/Chinguacousy Road intersection.

The Region additionally supports the provision of affordable housing (6.3.13) and universal accessibility in housing design (6.4.6). As noted, the Secondary Plan will contribute towards a target of 30% of all new housing units to be affordable to low income households. The Secondary Plan also intends that new affordable housing and purpose-built rental housing should incorporate barrier-free, universal, or flexible design features.

Section 7.4.10 of the ROP outlines policy regarding public consultation and indigenous engagement, where public consultation is considered a vital part of the planning process. As detailed in Section 5.0 of this Report, and through consultation with Town staff, the public engagement is expected to be scheduled following the formal submission of this development application. Indigenous consultation is also planned to follow the initial submission.

On review of applicable policy, it is our opinion that the Secondary Plan conforms with the Region of Peel Official Plan.

7.4 Future Caledon Official Plan (2024)

The Future Caledon Official Plan ("Official Plan") was recently adopted by Town Council on March 26, 2024, and is intended to replace the Town's 1978 Official Plan, as amended. Before coming into full force and effect, the Future Caledon Official Plan is required to be approved by the Region of Peel or Province of Ontario, as applicable. It is understood that such approval is imminent, and as such the policies of the Council-approved but not yet in-force Future Caledon Official Plan have been reviewed in this Report. These policies represent the planning intent of the Town of Caledon, especially as they relate to future growth and housing. The proposed Secondary Plan will constitute an Amendment to the Future Caledon Official Plan.

The Future Caledon Official Plan establishes a land use pattern and growth targets of 90,000 new household units, 300,000 people, and 125,000 jobs by 2051. Further, on March 21, 2023,

the Town of Caledon recently endorsed a Housing Pledge to meet a development target of 13,000 new residential units by 2031.

Within the Future Caledon Official Plan, the Subject Lands are primarily designated “New Community Area”, and “New Employment Area”, and partially designated “Natural Features and Areas” (see *Figure 5 – Future Caledon Official Plan – Schedule B4 – Land Use Designations*).

7.4.1 Growth Management (Official Plan)

This chapter outlines the growth management policy to accommodate the Town’s expected growth to 2051. Relevant policy includes:

- 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.*

The Subject Lands are identified within the Urban System and are considered a logical area for population and employment growth in the Town, adjacent to existing or planned neighbourhoods. Within the Official Plan, *Strategic growth areas* are identified as major transit station areas, Urban Centres, and Neighbourhood Centres. A Neighbourhood Centre is identified on the Subject Lands (per Schedule B1 – Town Structure), within Phase 1 of the Secondary Plan. The Neighbourhood Centre is conceptual on the Official Plan mapping, but generally covers the west portion of the Chinguacousy Road/Tim Manley Avenue intersection, directly adjacent to the Mayfield West Phase 2 Secondary Plan area. This mapping indicates the Town’s intent to extend development westward from Mayfield West Phase 2. The Preliminary Community Structure of the Secondary Plan is discussed further below in this Report, under Section 7.4.4 of the Future Caledon Official Plan.

- 4.1.6 *Employment areas will be planned to achieve a Town-wide minimum density of 26 jobs per hectare*

The Employment Area within the Secondary Plan is targeted to achieve a density of approximately 26 jobs per hectare, for a total of 2,471 jobs across 95.04 hectares (234.8 acres). This will meet and exceed the Town’s minimum density.

4.3.1 *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.*

The Community Area within the Secondary Plan is targeted to achieve a density of approximately 90 people and jobs per hectare, for a total of 41,498 people and jobs across 459.85 hectares (1136.3 acres). This will meet and exceed the Town's minimum density.

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.*

As noted previously in this report, the Secondary Plan contributes towards the development of complete communities. The Secondary Plan will provide for multiple park spaces and a multimodal transportation system, including a robust trail network. A compact built form is provided, including a broad range of housing types beyond single and semi detached forms.

Per Section 4.4.3 of the Official Plan, the phased approach to development in the Secondary Plan proposes that the first Phase of development (Phase 1) is located in the east, adjacent to Chinguacousy Road and Mayfield Road. Phase 1 benefit would benefit from access to existing or planned residential densities, which may optimize the Town or Region's return on investment for municipal infrastructure, transit, and/or public services. Further, as discussed in the Agricultural Assessment, prepared by Colville Consulting (May 2024), a phased approach to development in the Secondary Plan will ensure that existing agricultural lands in Phase 2 will be able to continue agricultural uses until such time that they are available for development.

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.*

The Major Commercial/Mixed-Use Area designation is proposed to provide approximately 1,094 jobs⁸, the majority of which will be located in Phase 1 of the Secondary Plan. Additional employment uses such as neighbourhood scale retail are permitted in the Neighbourhood Area. The Employment Area is located entirely in Phase 2, but is planned to provide approximately 2,471 jobs once developed.

⁸ per Draft 2024 Town of Caledon Development Charges Background Study

7.4.2 General Policies (Official Plan)

Section 5 of the Official Plan outlines policy regarding climate change adaptation and mitigation. Section 5.2 details policy on low carbon communities, including:

- 5.2.1 *To support built form and land use patterns that use land efficiently, reduce transportation emissions, and enable low carbon energy sources, the Town will:*
- a) *support the creation of compact, transit-supportive, and complete communities;*
 - b) *plan for a mix of land uses to provide convenient access, and reduced travel times, between housing, employment and shopping areas, and community amenities and services;*
 - c) *plan to meet or exceed the minimum intensification and density targets set by the Province, the Region of Peel Official Plan and this Plan; and,*
 - d) *plan a convenient mobility network, including transit, cycling and walking routes, to encourage a higher share of non-auto trips.*

The Secondary Plan provides for a mix of land uses, including a mix of residential and non-residential uses within the Community Area. The Secondary Plan will meet and exceed the Designated Greenfield Area density targets set by the Province, Region, and Town. The proposed transportation network discussed within the Transportation Needs Assessment (Crozier 2024) is a multimodal network that intends to reduce the reliance on vehicles, utilize a complete streets approach for safety in all mode, and provides greater accessibility to the future residents of the Secondary Plan.

- 5.2.2 *To support energy conservation and conversion, the Town will:*
- a) *encourage the design and orientation of buildings and new communities to maximize passive solar energy gain and minimize energy loss from prevailing winds;*
 - b) *maximize opportunities for the implementation of renewable energy systems and alternative energy systems on a site-specific or district-wide basis;*
 - c) *encourage opportunities for conservation, energy efficiency and demand management such as high performance building envelopes and ventilation systems; and,*
 - d) *encourage the shift away from natural gas in favour of renewable and alternative energy generation, including but not limited to, low carbon district energy heating and cooling systems, microgrids, geo-exchange*

systems, air source heating and cooling pumps, anaerobic digestion, and waste heat recovery.

The Secondary Plan intends to discourage and minimize the use of natural gas and implement alternative and renewable energy systems and/or efficient design at the building scale. It is the intent of the Secondary Plan to support energy conservation and conversion. Further design considerations will be implemented through subsequent and more detailed development applications.

As discussed in the Community Energy and Emissions Reduction Plan, prepared by Pratus (July 2024), geothermal heat pumps, solar rooftop photovoltaic systems, domestic hot water systems with air-source heat pumps, and passive measures were considered the most technically feasible and viable options for the Secondary Plan area to reduce energy use resulting greenhouse gases. District-scale energy generation was otherwise not considered feasible in the Secondary Plan.

- 5.2.3 To enhance carbon storage and sequestration, the Town will:
- a) establish landscaping requirements and promote tree planting to improve air quality and provide shade within the Caledon urban forest;*
 - b) increase the carbon sequestration potential of parks through tree planting and urban agriculture;*
 - c) protect agricultural lands within the Rural System, which provide long-term carbon storage benefits; and,*
 - d) protect, restore and enhance natural features and areas.*

The Secondary Plan encourages the use of green infrastructure strategies in development, including the retention, restoration, or expansion of the urban forest. Urban forestry will be enhanced in the natural heritage system, parkland, and streetscape plantings, and supported where applicable elsewhere in the Secondary Plan area.

- 5.2.4 *The Town will require all major development proposals to submit an alternative and renewable energy systems feasibility study, where appropriate, including the consideration of solar and geothermal energy installation and district and other low carbon energy systems.*

- 5.2.5 *The Town will consider programs and initiatives that encourage property owners to retrofit buildings to improve energy efficiency or install electricity-based heating systems such as radiant heating or heat pumps.*

5.2.7 *Where a low carbon or district energy system is in place, the Town may require new buildings, including municipal buildings, to connect to the system.*

5.2.8 *The Town will encourage large-scale solar photovoltaic installations in appropriate locations, such as the rooftops of commercial and employment buildings or parking structures.*

A Community Energy and Emissions Reduction Plan has been prepared in support of the Secondary Plan by Pratus (July 2024). Per the Plan multiple building-scale strategies to reduce emissions are identified. The most efficient and feasible measures were evaluated to be geothermal heat pump, solar photovoltaic panels, and domestic hot water with natural gas backup. District Energy Systems were not considered feasible for the Secondary Plan.

5.2.9 *The Town will work with other levels of government, agencies, and the private sector to investigate and implement strategies to minimize the impact of traffic-related air pollutants and greenhouse gas emissions.*

A primary strategy to reduce traffic-related air pollution is the development of a sustainable multimodal transportation network that encourages alternative modes of travel to the personal vehicle. Additionally, The Community Energy and Emissions Reduction Plan further reviews the implementation of electric vehicle infrastructure to encourage the use of electric vehicles and eliminate personal greenhouse gas emissions.

Section 5.3 outlines policy regarding a transition to climate resilient development, including:

- 5.3.1 *To enhance the adaptive capacity of infrastructure, the Town will:*
- a) *apply the Town's Risk and Vulnerability Assessment to inform decision-making;*
 - b) *ensure that subwatershed planning informs the protection of water resource systems in the Town's new urban areas through secondary planning and subsequent development approvals;*
 - c) *undertake stormwater management planning that, among other things, assesses the impacts of extreme weather events and provides direction for green infrastructure and low impact development;*
 - d) *promote development patterns that conserve, integrate and enhance natural heritage system and water resource system features, areas, and functions;*
 - e) *align with the climate adaptation requirements of Infrastructure Canada's Investing in the Canada Infrastructure Program, as amended; and,*

- f) *integrate green infrastructure and low impact development such as green roofs, and permeable surfaces into the design of infrastructure, where possible.*

In conformity with the above policy, a Local Subwatershed Study (Crozier 2024) and a Scoped Servicing Study (Urbantech 204) have been prepared in support of the Secondary Plan. Per the Study, the existing flood hazard mapping for the Subject Lands informs the extent of the natural heritage system and informs the delineation of the Natural Environment System Area designation of the Secondary Plan. The stormwater management strategy and the Natural Environment System Area designation together are intended to protect and enhance the natural heritage system. Green infrastructure and Low Impact Development measures will be considered and implemented where possible through development. Climate adaptation measures are considered in the Study, including potential impact to flood hazards, erosion, stormwater management, storm sewers, irrigation, roadways, site water balance, and environmental features.

Under proposed conditions, floodplain limits and associated watercourses are intended to be regularized, realigned, and improved.

5.3.2 *To increase biodiversity, the Town will:*

- a) *Protect, restore and enhance existing natural features and areas;*
- b) *require native and climate adaptive plant species to be included in landscape plans for municipal parks and open spaces;*
- c) *encourage native and climate adaptive plant species to be included in landscape plans for development subject to site plan approval.*

All lands within the Natural Environment Area designation is intended to be zoned to prevent development and ensure the lands remain primarily in a natural state and/or be restored and enhanced, in accordance with the recommendations of the Local Subwatershed Plan. The Secondary Plan supports the planting policy within the Official Plan and landscape plans will be provided through subsequent development applications for properties within the Secondary Plan.

5.3.3 *To reduce the urban heat island effect, the Town will:*

- a) *implement measures to protect, maintain or enhance the urban forest as set out in Section 5.5, Urban Forest; and,*
- b) *promote green roofs and white roofs on residential, commercial, industrial, office and institutional rooftops.*

5.3.4 *The Town will encourage the use of large roof areas for clean energy generation, stormwater retention, heat reduction, and habitat creation.*

Within the Secondary Plan, a majority of the available roof area of new development will be encouraged to use high albedo roof materials and/or green roofs. As referenced above, Section 5.5 of the Official Plan outlines policy regarding the Town's urban forest. Measures to protect or enhance the urban forest will be considered in the Secondary Plan, as discussed above in this Report. Urban forestry is recognized as green infrastructure and will be enhanced where possible in the Secondary Plan.

Section 5.4 of the Official Plan outlines policy regarding the Town of Caledon's Green Development Standards, including:

5.4.1 *The Town will establish Green Development Standards, to be implemented through the development application requirements in Chapter 27, Development Application Requirements, of this Plan.*

5.4.3 *The Green Development Standards will encourage all new development to exceed the energy performance criteria of the Ontario Building Code, as well as establishing zero-emissions building standards.*

All new development within the Secondary Plan will implement the metrics outlined in the Town's Green Development Standards.

Section 6 of the Official Plan outlines policy regarding the conservation of cultural heritage. Per Section 6.3.2, the Town may require the preparation of a heritage impact assessment in support of development applications, including for secondary plans. As discussed in the Cultural Heritage Impact Assessment, prepared by WSP (December 2023), twenty two (22) known and potential built heritage resources (BHR) and cultural heritage landscapes (CHL) were identified (not designated) within and adjacent to the Subject Lands. The Assessment includes recommendations for further assessment with future development applications, including potential conservation measures.

Per Section 6.4.3, an archaeological assessment may also be required in support of development applications. As discussed in the Stage 1 Archaeological Impact Assessment, prepared by Parslow Heritage Consultancy Inc. (January 2024), a further Stage 2 assessment is recommended for the Subject Lands, where not already complete for individual parcels. It is anticipated these Stage 2 assessments will be completed in support of future development applications on the Subject Lands for impacted parcels.

Section 7 of the Official Plan outlines policy regarding design in development, including:

7.2.3 *All development in the Urban System will:*

- a) *achieve a high quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and,*
- b) *adhere to the design policies in Part F, Urban System.*

The Secondary Plan will be designed to achieve high standards of design in the built and natural environment. A Community Design Plan has been prepared in support of the Secondary Plan to this effect by NAK, dated July 2024. Part F, Urban System, of the Official Plan is discussed in further detail below.

7.2.4 *New communities will:*

- a) *be designed as complete communities through the creation of a framework for a compact design, mix of uses and densities, a fully connected grid network of streets and viable options for sustainable transportation modes;*
- b) *demonstrate development of an integrated, connected and pedestrian focused public realm, including a variety of features intended to encourage the establishment of community such as gathering areas, enhanced streetscaping at connection nodes and community market areas;*
- c) *align new streets in a grid pattern wherever possible to create pedestrian-scaled development blocks to ensure connectivity and better provide for active transportation;*
- d) *be designed with community amenities such as institutional and community facilities, museums, historic sites, cultural centres, theatres, retail and/or commercial amenities within walking distance.*

The Secondary Plan identifies a conceptual grid framework of collector roads within the future community, responsive to the existing transportation network of the surrounding area, including the Highway 413 Transportation Corridor, as well as Regional and Town roadways. It generally follows the conceptual network illustrated in Schedule C1 (*Town Wide Transportation Network*) and C4 (*2051 Town Wide Transit Network*) of the Future Caledon Official Plan (*Figure 6 and 7 of this Report, respectively*). This transportation framework has been designed and analyzed through the Transportation Needs Assessment, prepared by Crozier (July 2024). Community design within this framework has been detailed through the Community Design Plan, prepared by NAK Design Strategies (July 2024).

Section 7 outlines detailed policy to be considered in development applications, including lotting and streetscape design. These policies do not apply at the current scale of secondary

planning, but it is the intent of the Secondary Plan that future development applications will be designed in conformity with the design policy of the Official Plan.

Further relevant design policy of Section 7 includes:

7.3.4 *Boulevards will be well-designed to support coordinated landscaping, amenity spaces, setbacks, pedestrian-scale lighting, street furnishings, electric vehicle charging infrastructure, where feasible, and appropriate green infrastructure and low impact development measures.*

In conformity with the above, and with Section 7.7.7 of the Official Plan, all lighting in the Secondary Plan will be designed to support safety and engagement in the streetscape, while minimizing impact on adjacent areas and the natural environment. Future development applications will provide for sufficient land to accommodate streetscape elements, including street trees, seating, and electric vehicle charging infrastructure.

7.3.8 *Streetscapes should incorporate sustainable design elements that support climate change adaptation and mitigation by:*

- a) *contributing to the urban forest through tree plantings within streetscapes;*
- b) *promoting active transportation and green infrastructure; and,*
- c) *incorporating low impact development or other green infrastructure to assist in stormwater quantity and quality control.*

As detailed above in this Report, the Secondary Plan will support the Town's urban forest, including through streetscape plantings. Through the Secondary Plan's multimodal transportation network, active transportation routes are provided, including linkages between parkland and natural heritage systems. Low Impact Development and green infrastructure is recommended through the Scoped Servicing Study prepared by Urbantech (July 2024).

7.6.8 *To prioritize spaces that provide a sense of place, foster civic pride, and promote a sense of belonging, new communities will be designed to:*

- a) *provide diversity of land uses in the neighbourhood;*
- b) *meet daily needs of residents and workers;*
- c) *create space for healthy, diverse, and engaging neighbourhoods to thrive;*
- d) *signify the importance of nodes, landmarks, routes, edges and open areas of the site and surrounds within a cohesive urban design approach;*
- e) *activate public streets and open spaces through coordination of adjacent land uses and design of built form;*
- f) *respect and enhance the public realm through building setbacks and boulevard design;*

- g) *include rights-of-way as complete streets, where possible and in context to the overall streetscape or neighbourhood;*
- h) *apply urban design best practices and a human-scale to commercial and industrial development; and,*
- i) *integrate safety and crime prevention principles.*

A guiding principle of the Community Design Plan, prepared by NAK (July 2024), is the creation of pedestrian friendly streetscapes and placemaking. The Plan provides design direction for the variety of land uses within the Secondary Plan, including residential, mixed use, and recreational, as well as character areas such as Mayfield Road. Mobility and navigation is encouraged through the Secondary Plan through the use of urban design features as outlined in the Plan. Well-designed streetscapes will support this wayfinding and contribute to complete community and a sense of community identity.

Section 7.9 of the Official Plan outlines policy regarding built form, including:

7.9.1 *A low-rise building is generally no taller than four storeys in height.*

Low-rise residential buildings in the Secondary Plan comprise single detached, semi detached, townhouse, and stacked townhouse built forms. These forms will generally not exceed three storeys in height, with the exception of stacked townhouse forms, which are proposed up to four storeys. Apartment buildings are additionally permitted at four storeys or greater.

7.9.2 *Mid-rise Buildings*

- a) *A mid-rise building is generally five to 12 storeys in height or has a height less than the width of the right-of-way that it fronts onto.*
- b) *Mid-rise buildings should be:*
 - i) *focused along Urban Corridors;*
 - ii) *oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood; and,*
 - iii) *designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, buffers and separation distances;*

Mid-rise buildings in the Secondary Plan will generally consist of apartment and mixed use forms. Apartment buildings in the Neighbourhood Area will be permitted up to six storeys. Mixed use buildings may be permitted up to six storeys. Residential buildings in the Major Commercial/Mixed Use Area designation will generally be four storeys to a maximum of twelve

storeys. Greater heights and densities are encouraged as transit-supportive development along major streets within the Secondary Plan.

7.9.3 *High-rise Buildings:*

- a) *A high-rise building is generally 13 storeys or more in height*
- b) *High-rise buildings should be:*
 - i) *located in Urban Centres and along Urban Corridors where contextually appropriate;*
 - ii) *oriented toward major street frontages and have consideration for sun and shadow studies, wind studies, and view and vistas of the surrounding neighbourhood*
 - iii) *designed to have a suitable transition of scale to adjacent areas through built form, setbacks, step-backs, angular planes, buffers and separation distances*

High-rise buildings in the Secondary Plan will generally be permitted in the Special Policy Area, where residential buildings are proposed to be permitted up to 25 storeys in height. These lands are suitable for high-rise development due their proximity to higher-order transportation infrastructure, including the Highway 413/Chinguacousy Road interchange, and potential Highway 413 Transportation Corridor Transitway Station. Per the Official Plan, Chinguacousy Road within the Secondary Plan is identified as an Urban Corridor.

Section 8 of the Official Plan outlines policy regarding economic opportunities, where employment areas are to be maximized and businesses retained. Relevant policy includes:

8.2.1 The Town will plan for, and protect, employment areas for a variety of employment uses, and will require a diverse range of employment uses to help achieve the projected forecasts, accommodate a variety of employment uses as locational and market trends require, and accommodate industry clusters identified in the Town's Economic Development Strategy. The Town will ensure adequate, development ready employment land supply necessary to allow for continued employment growth and facilitating intensification of employment areas to efficiently use existing infrastructure and meet employment growth projections.

8.2.5 The Town will plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer with sensitive uses.

Approximately 95 hectares (1555.1 acres) of employment area is provided in the Secondary Plan and a range of uses will be permitted within, as discussed in Section 3.4 and 3.5 of this Report, respectively. At the target employment rate of 26 jobs per hectare, this will provide for approximately 2,471 jobs across a diversity of permitted uses. Both Mayfield Road and the Highway 413 Transportation Corridor, adjacent to the Employment Area, are major goods movement corridors.

Section 8.3 outlines policy regarding land use compatibility, especially in the design and development of employment areas. Relevant policy includes:

8.3.1 *Major facilities and sensitive land uses will be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

8.3.2 *The Town will plan for and develop employment and industrial uses near and adjacent to major goods movement facilities and corridors, including highways, rail facilities, airports, haul routes, major truck terminals, and major facilities, to serve as a transition buffer sensitive uses.*

As mentioned above, both Mayfield Road and the Highway 413 Transportation Corridor are major goods movement corridors. The employment area generally serves as a transition buffer between these corridors and sensitive uses within the Secondary Plan. Additional buffering is provided through the Natural Environment System Area designation, which provides further transition from the employment area to sensitive uses within the Neighbourhood Area designation.

Per the Environmental Noise Feasibility Study, prepared by Valcoustics (July 2024), significant noise sources were not identified within existing employment uses and no mitigation measures were recommended. Noise sources were primarily identified along transportation routes and mitigation measures were recommended to meet noise guidelines. These are summarized in Section 6.14 above in this Report. Further noise studies are recommended for development applications where employment uses and sensitive uses may interface to ensure compatibility.

Chapter 9 of the Official Plan outlines policy regarding housing in the Town of Caledon. Relevant policy includes:

9.2.6 *To support the diversification of the housing stock, the Town will work with the Region to:*

- a) *achieve a target of 50 percent of all new residential units to be in a form other than detached and semi-detached housing in strategic growth areas identified in Part B and identified as major transit station areas on Schedule C1, Town-wide Transportation Network, of this Plan;*
- b) *development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two-bedroom units and three-bedroom units to achieve a balanced mix of unit types and sizes and support the creation of housing suitable for families;*
- c) *encourage a mix of unit sizes in all new residential developments to accommodate diverse households; and,*
- d) *consider flexible, innovative housing types and tenures.*

The Secondary Plan will contribute to the targets identified in Section 9.2.6 of the Official Plan. The Secondary Plan intends to provide ownership units and opportunities for rental tenure, as well as built form options that provide for a mix of unit sizes (including the provision of secondary and accessory units).

9.2.7 *All proposed housing developments will be subject to review based on the Green Development Standards established in accordance with Section 5.4 of this Plan.*

All new development within the Secondary Plan will implement the metrics outlined in the Town's Green Development Standards.

9.2.8 *The Town will require a housing assessment in support of a development application proposing more than 50 dwelling units. The housing assessment will be prepared by the applicant as part of a complete application and will demonstrate conformity with the housing objectives, targets and policies in the Region of Peel Official Plan and this Plan, including:*

- a) *contributions made to all housing targets identified by the Town and Region;*
- b) *the availability of an appropriate range and mix of housing types, densities, sizes, and tenure that contribute to the supply of affordable housing;*
- c) *identification and conveyance strategy for affordable housing in consultation with the Region of Peel; and,*
- d) *where the proposed development is contributing toward supportive, shared, or residential care units, demonstrate the contributions towards universal accessibility objectives.*

A Housing Assessment has been prepared in support of the Secondary Plan by GSAI (July 2024).

9.3.1 *The Town will allow a diverse range of housing in all residential and mixed-use areas to support the supply of relatively affordable missing middle housing options.*

A diverse range of housing, across unit type, size, and tenure, will increase the supply of missing middle housing options. These options may include secondary or additional residential units, townhouses, stacked townhouses, and apartments up to six storeys in height.

9.4.1 *To support the diversification of housing tenure, the Town will work with the Region to implement the target that a minimum of 25 percent of all new housing developments be purpose built rental housing.*

9.4.4 *The Town will encourage the provision of rental housing in appropriate mixed-use developments in strategic growth areas, transitional areas, and employment land where conversion/redevelopment is supported.*

9.5.2 *Urban System – Corridors and Centres*

- a) *The greatest residential densities and building heights will be focused within the Urban and Neighbourhood Centres and along the Urban Corridors identified in the Town Structure. Housing options in these areas will include multiplexes, multiple attached dwellings, apartments, and retirement homes*
- b) *The Town may pre-zone strategic growth areas to support intensification and expedite the supply of housing.*
- c) *Access to a multimodal transportation system will be prioritized in the consideration of higher density developments.*
- d) *New multi-unit residential development will include adequate amenity areas to support family-friendly multi-unit living, age-friendly initiatives and create complete communities. The Zoning By-law and Urban Design Guidelines will address amenity areas for each residential typology.*

The Secondary Plan will contribute toward the 25% target for rental housing. Rental tenure would be permitted in mixed-use developments, including a strategic growth area such as the Neighbourhood Centre identified at the Chinguacousy Road/Tim Manley Avenue intersection. The greatest residential densities of the Secondary Plan are anticipated along Mayfield Road and Chinguacousy Road, both identified as Urban Corridors in the Official Plan. These lands

within these corridors, as identified in the Official Plan, are generally designated for Major Commercial/Mixed Use Area, Neighbourhood Area, and the Special Policy 1 Area.

9.8.1 *The Town will work toward achieving the Regional goal of 30 percent of all new housing units meeting the threshold of affordable housing. Further, affordable housing thresholds for low- and moderate-income households will be updated in accordance with Provincial policy.*

9.8.4 *A balanced geographical distribution of affordable housing, including non-profit or assisted supportive housing, will be encouraged with an emphasis on placement near transit-supportive locations.*

The Secondary plan will contribute towards the 30% target for affordable housing. The 2024 Affordable Residential Units bulletin published by the Province identifies affordability thresholds in the Town of Caledon, including income- and market-based thresholds. This is discussed in greater detail in the Housing Assessment prepared by GSAI (July 2024). The Secondary Plan encourages the provision of affordable housing units, and their locations are anticipated in subsequent development planning applications for individual parcels or to be determined in consultation with the Town and/or Region through the processing of the Secondary Plan. The Secondary Plan encourages affordable housing to be integrated within neighbourhoods and combined in developments with market housing to support diverse housing options.

Chapter 10 outlines policy regarding *public service facilities*, which are defined as *land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services. Public service facilities do not include infrastructure.* Relevant policy includes:

10.2.1 The Town will collaborate and consult with various stakeholders to provide a range of community hubs and community facilities to serve the diverse needs of its residents.

10.2.2 *Adequate and equitable access to community facilities will be encouraged by:*

- a) *providing, preserving and adapting local community facilities and local institutions across the Town;*
- b) *improving and expanding local community facilities and local institutions in established neighbourhoods that are under or poorly served, including rural areas; and,*
- c) *ensuring that an appropriate range of community facilities and local institutions are provided in areas of major or incremental physical growth.*

Per the Community Services and Facilities Study, prepared by urbanMetrics (June 2024), future residents of the Secondary Plan will have sufficient access to community services through adjacent neighbourhood areas, future Town and Regional planning, and the land use pattern of the Secondary Plan.

10.3.1 *Schools should be co-located with parks and community facilities where possible and appropriate.*

10.3.2 *Through the secondary planning process, in consultation with the school boards, the Town will consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.*

10.3.4 *Each school site will be of an area, configuration, orientation and location to the satisfaction of the respective school board.*

Where possible, schools have been co-located with park facilities in the Secondary Plan. Sizing and configuration has been generally confirmed through consultation with the school boards. Exact locations will be detailed through subsequent tertiary planning and development applications.

Chapter 11 of the Official Plan outlines policy regarding transportation, with the objective of ensuring high quality mobility options for existing and future residents and employees in Caledon.

11.2.4 *The Town will prioritize transit and active transportation in all transportation system updates and expansions, and will consider reduced minimum parking requirements in appropriate areas to encourage transit and active transportation use*

11.2.5 *The Town will plan and develop a well-connected active transportation network that prioritizes high level of protection for pedestrian and cycling infrastructure, that is safe for all seasons and well-integrated with open space areas, other modes of transportation and the transportation systems of neighbouring municipalities.*

11.2.6 *The Town will prioritize transit investments within Urban Areas and maximize the use of existing and planned transit infrastructure in accordance with the policies of this Plan, with consideration of the existing and planned level of transit service and potential impacts on nearby neighbourhoods.*

The transportation network within the Secondary Plan, including the conceptual collector road network, has been planned in alignment with the Town's grid system (see *Figure 6*) and is discussed in the Transportation Needs Assessment prepared by Crozier (July 2024). The network is intended to implement the Town's complete streets design principles and support active and public transportation. Multimodal transportation is encouraged in the Secondary Plan. This is discussed further through relevant policy below.

11.2.13 *The Town will recognize and plan for initiatives and technologies such as Vision Zero, micromobility (such as e-bikes and e-scooters), ride-sharing, telecommuting, smart cities, intelligent transportation systems and Connected and Autonomous Vehicles.*

E-bikes and transportation alternatives are considered in the Secondary Plan, including promoting initiatives such as Smart Commute Caledon.

11.3.8 *The collector road network will:*

- a) facilitate development;*
- b) create pedestrian-scaled development blocks;*
- c) establish a connected and continuous grid system;*
- d) support a low carbon and environmentally sustainable transportation system;*
- e) enable continuity of transit service and active transportation routes;*
- f) enable efficient movement of traffic, goods and emergency vehicles; and,*
- g) minimize impacts to natural features and areas.*

The proposed collector road network is recommended by Crozier through their Transportation Needs Assessment (July 2024) as an opportunity to reduce reliance on vehicles and encourage multimodal transportation. The proposed network supports a grid structure that facilitates connectivity to neighbouring communities. While the network was designed with recognition of natural heritage constraints, nine total crossings of the natural heritage system are proposed in the network design. These required crossings are considered essential to the multimodal transportation network as they provide for a continuity of the grid network. They are generally located in areas that minimize impacts and ultimately increase connectivity in the Secondary Plan, including through connection to the trail network. The proposed road grid is also generally anticipated in the Official Plan (see *Figure 6*), understanding it is intended to be conceptual. In all locations, it is believed that transportation infrastructure can be facilitated through these natural features while mitigating or minimizing undue impact, including through a reduction of right-of-way widths in presence of natural features.

In two locations, these crossings are proposed through staked woodland features, including the northernmost east-west collector (Birkhead Road) and the extension of Tim Manley Avenue. It is believed that these crossings are justified through the woodlands as they achieve the Town's preferred grid pattern, provide increased connection for residents, and provide direct connection to the Mayfield West area, including the Mayfield West transit hub, a Highway 410 connection, and larger-scale commercial amenities. In these locations, natural compensation to ensure net ecological benefit is supported.

Per the Local Subwatershed Study (Crozier 2024), all natural heritage road crossings will accommodate sub-surface and at-grade accommodation for watercourse function, storm flow, and wildlife crossing. The significant woodland crossings are recommended for further detailed study through a future planning application.

11.3.11 The Town will encourage innovative cross-section designs that incorporate complete street design principles, low impact development techniques to improve stormwater management, and the potential to accommodate energy infrastructure (e.g., geothermal pipes or district energy).

The Transportation Needs Assessment (Crozier 2024) recommends cross-section designs for implementation, in accordance with the Town of Caledon's draft Multimodal Transportation Master Plan (2024).

11.4.1 The Town will promote active transportation, in collaboration with relevant jurisdictions and agencies, in accordance with the following provisions:

- a) Develop an active transportation system that prioritizes comfortable and accessible pedestrian and cycling facilities that meet the needs of a diverse range of users, including children, youth, seniors, and people of all abilities*
- b) Identify opportunities to establish, enhance and promote a comprehensive and accessible Town-wide trail network both off-road and on-road and incorporate into natural features, open spaces and parkland. Neighbourhood trail networks should strive to create recreational loops wherever possible.*
- c) Support walking and cycling as viable mobility options for commuting, recreation, and other travel.*
- d) Require active transportation as part of a multimodal and inter-connected transportation system, and support walking and cycling as priorities when designing the transportation system.*
- e) Continuously improve the pedestrian realm and cycling facilities through the design and implementation of complete streets.*

- f) *Further develop and maintain a continuous on-road and off-road pedestrian, cycling, and trail system, that connects missing links and maximizes connections to significant destinations, including all Town urban and rural settlement areas, intensification areas, employment clusters, schools and institutions, parks and open spaces, transit stops, adjacent municipalities, and other key places.*
- g) *Implement appropriate active transportation facilities that meet or exceed industry safety standards on all existing, new, and reconstructed roads, intersections, and bridges, during the review of development applications and as part of all road, intersection, and bridge construction and reconstruction projects, while also considering the impact to the character of the community and surrounding land uses and design.*
- h) *Ensure that the design of area-specific plans and new subdivisions provides comfortable, convenient, and direct active transportation access to significant destinations within and surrounding the site, and strong in-site circulation.*
- i) *Establish Site Plan control requirements to ensure pedestrian and cycling connectivity to the boundary network.*
- j) *Where appropriate, ensure all new subdivision and development proposals provide for context-appropriate trail links.*
- k) *Require minimum provisions for on-site short- and long-term parking and storage for bicycles and other end-of-trip facilities in the Zoning By-law for uses such as, but not limited to, employment and commercial, schools, community facilities, medium and high density residential development, and transit stations.*
- l) *Streetscapes that are safe, convenient, accessible, and attractive for pedestrians and cyclists will be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, separated cycling facilities illumination, locating retail and service commercial uses at street level to provide an active street front, encouraging building designs that provide shelter, and providing convenient and sheltered transit stops and bicycle parking, street furniture, shade trees, and other amenities.*

It is the intent of the active transportation network in the Secondary Plan to provide a safe, attractive, and convenient alternative for daily trips and to reduce the reliance on the automobile. As such, the Secondary Plan provides a comprehensive network that is integrated with public transportation and a mix of land uses, including key destinations including commercial areas and recreation facilities. All pedestrian networks are designed with a complete streets approach to support user safety. These networks are further detailed in the

Transportation Needs Assessment prepared by Crozier (July 2024) and the Community Design Plan prepared by NAK Design Strategies (July 2024).

- 11.5.2 *The Town will develop a public transit network, and incorporate the transit function in the planning and development process by:*
- a) prioritizing the extension of existing transit services in coordination with relevant jurisdictions, where economically viable;*
 - b) including future public transit facilities in the approval process for subdivision plans, site plans and other development proposals;*
 - c) including future public transit facilities and active transportation connections to transit facilities in the formulation of secondary plans;*
 - d) locating transit-supportive land uses, such as medium or high density residential, commercial or institutional developments on or within close proximity of existing and planned transit stations and stops;*
 - e) requiring major trip generators to provide adequate facilities for passenger pickup and drop-off for transit and ride-hailing services recognizing the space needs for scheduled GO and municipal transit, Peel "Trans Help" and other on-demand providers. Major trip generators may include, but are not limited to, large commercial or mixed-use developments, hospitals and health facilities;*
 - f) encouraging the use of park 'n' ride automobile facilities and ride-sharing centres, to access inter-regional and local transit services connecting the Town with urban centres; and,*
 - g) providing continuous sidewalks along both sides of roads leading to anticipated transit stops and stations that are accessible to all users, including persons with disabilities.*

The Secondary Plan is designed to support future public transit investment, including extensions of existing transit routes from inter-region, intra-regional, and local service providers. The proposed transit plan is detailed within the Transportation Needs Assessment, prepared by Crozier (July 2024). The multimodal transportation network will ensure all transit investment is complemented with connectivity to active transportation networks and proximity to a mix of uses, including to major public service facilities, as applicable. Within the Secondary Plan, arterial and collector roads may accommodate transit stops and transit infrastructure, as ultimately determined by the service providers. The Secondary Plan encourages that transit stops are located within 400 metres of future residents and employees in the Secondary Plan. The proposed transit plan within the Assessment results in over 95% of the proposed community lands being situation within 400 metres distance to transit stops.

- 11.6.3 *To provide for the safe efficient movement of trucks through and within the Town and minimize the impact of heavy trucks on residential areas, the Town:*
- a) *will encourage the primary through truck traffic onto Regional arterial roadways, where road pavement structure is deemed structurally adequate;*
 - b) *will permit truck use of and collector roadways only as connectors to service Regional arterial routes, pending structural suitability;*
- 11.6.7 *The Town will encourage, where possible, activities generating substantial goods movement traffic to strategically locate near Provincial freeways, highways, arterial roads, rail yards and other major transportation corridors and facilities.*

Given the location of the Employment Area within the Secondary Plan, trucks will primarily access the Secondary Plan through two Regional arterial roadways (Mayfield Road; Mississauga Road). Employment uses including goods movement and logistics are permitted only within the Employment Area, adjacent to these Regional arterials and the Highway 413 Transportation Corridor, and only on a discretionary basis.

- 11.7.3 *The Town may allocate portions of curbside and public parking at various times and locations according to the context, for uses such as parking spaces for bicycles, commercial cargo e-bikes, electric vehicle charging infrastructure, car share programs, patios, or for small events.*

The Secondary Plan encourages the inclusion of electric vehicle infrastructure and parking spaces for alternative transportation options within future plans of subdivision and site plans.

Section 12 of the Official Plan outlines policy regarding infrastructure, including:

- 12.3.3 *Water and sewer services are to be planned, developed, and utilized in an efficient manner, and the Town may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.*
- 12.3.4 *The Town will direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal local and regional sewage services and municipal water services.*
- 12.3.5 *Sewer and water systems will be planned and commissioned in a manner that:*
- a) *can be sustained by the water resources upon which such services rely;*
 - b) *prepares for the impacts of a changing climate;*
 - c) *is feasible, and financially viable over the lifecycle; and,*

d) protects human health and safety and the natural environment.

A Scoped Servicing Study has been prepared in support of the Secondary Plan by Urbantech (July 2024). Per the Study, the Subject Lands can be serviced by extensions of existing or planned municipal infrastructure and will supply demand under all operating scenarios. Phase 1 of the Secondary Plan is sufficiently serviced by water and sanitary to support development. Climate change adaptation and Low Impact Development measures are considered in the Study, which is detailed further in Section 6.12 of this Report.

12.5.2 *All public and private stormwater servicing will abide by all applicable regulations and legislation, and will be designed to:*

- a) prevent the loss of life, personal injury, and property damage;*
- b) fulfill water quality objectives, in compliance with provincial and federal requirements;*
- c) manage erosion and sedimentation within natural watercourses;*
- d) protect people and property by providing flood control;*
- e) manage urban runoff using a treatment train approach to stormwater management with emphasis on source and conveyance controls;*
- f) minimize drainage to regional roads and infrastructure from existing and future development;*
- g) manage overland flow routes;*
- h) maintain or enhance the flow regime in receiving watercourses;*
- i) maintain pre-development water balance; protect and enhance features and functions of the Natural Environment System described in Chapter 13, Natural Environment System, and the Water Resources System described in Section 13.10, Water Resources System;*
- k) provide amenity spaces, where appropriate, that are integrated into the design of neighbourhoods, development sites, parks, and open spaces;*
- l) promote innovation by encouraging the implementation of green infrastructure, stormwater reuse, water conservation and low impact development;*
- m) build community resilience through consideration of future climates within stormwater design; and,*
- n) manage stormwater as a resource.*

The Scoped Servicing Study prepared by Urbantech (July 2024) includes a stormwater management strategy, which primarily identifies eleven (11) stormwater management pond facilities to service the Secondary Plan. The strategy recommends multiple LID measures and climate change considerations in design. The Study is further detailed in Section 6.12 of this Report.

12.5.5 *Stormwater management facilities will be integrated into the design of adjacent land use to enhance the visual landscape, be incorporated in the urban structure, be naturalized when next to parks, open space or the Natural Environment System, and support urban design objectives where possible.*

The eleven (11) proposed stormwater management ponds within the Secondary Plan will conform to the policy of 12.5.5 through further detailed design stages within individual draft plans. Naturalized plantings and green infrastructure are supported in the Secondary Plan, including through stormwater management ponds.

7.4.3 Natural Environment System, Parks and Open Space (Official Plan)

This chapter outlines policy regarding the natural environment system within the Town of Caledon, where the objective is to promote a systems approach to identify, protect, and enhance the natural environment system. It is understood that development and site alteration is generally not permitted within the Natural Features and Areas, Supporting Features and Areas, Enhancement Areas, and Linkages identified in the Official Plan. These features are intended to be protected and enhanced through development.

Per Section 12.9.1 of the Official Plan, a Local Subwatershed Study has been completed in support of this secondary plan application, and in accordance with a terms of reference coordinated with the Town. As requested, the Study characterizes existing environmental conditions and establishes natural hazards and boundaries. The study provides recommendations and establishes environmental targets to protect and enhance existing conditions through development, including through a climate change lens.

Per Section 13.12.1 of the Official Plan, and as determined through site-specific investigation, the Local Subwatershed Study has updated the mapping for features and functions within the natural environment system. These updated mapping limits have been identified and discussed through the Study, and are reflected in the Natural Environment System Area designation in the Official Plan. Per Section 13.12.4 of the Official Plan, gratuitous conveyance of applicable lands within the Natural Environment System Area is expected to the Town of Caledon.

Section 14 of the Official Plan outlines policy regarding parks and open space. Relevant policy includes:

14.3.1 *The precise distribution of all park classifications will be determined in secondary plans, tertiary plans, or other planning programs in accordance with the policies*

of this Plan. District and Community Parks and other open spaces are shown on Schedule D8, Parks and Open Space.

- 14.3.5 *Parks and recreational facilities will be designed to contribute to quality of life and respond to climate change.*
- 14.3.10 *Parks and Open Space lands should be integrated with adjacent development areas to provide for a range of active and passive recreational opportunities year-round for people of all ages, abilities and interests.*
- 14.3.11 *Parks and Open Space lands will provide for active and passive recreational opportunities that do not have a negative impact on natural heritage features or their related ecological function.*
- 14.4.1 *Parks will be comprised of parkland and trails that provide active and/or passive recreational opportunities.*
- 14.4.2 *Parkland will be planned:*
 - a) *as a focal point for recreational, leisure and social opportunities by being located central to the area or community they service;*

Eight neighbourhood parks and one community park are proposed within the Secondary Plan. The location of these parks is shown conceptually on the Land Use Plan (see *Figure 2*). The nine total parks are intended to support joint uses where possible and connect to the community trail network. Precise parkland sizing and location will be determined through the subsequent tertiary planning scale. Parkland will protect and incorporate existing vegetation and provide opportunity to implement new green infrastructure, including new planting areas. Proposed recreational features may include sports areas (tennis, pickleball, soccer, basketball), family play areas and splash pads, as well as community seating, picnic, and shade structures. The features of the Neighbourhood Parks and the Community Park within the Secondary Plan are in conformity with Sections 14.5.3 of the Secondary Plan, as further detailed in Section 3.7 of this Report.

Per Figure F2a of the Official Plan (Preliminary Community Structure, see Figure 8 of this Report), three Community Parks are identified across the Subject Lands. It is believed that multiple smaller scale Neighbourhood Parks provides greater local access for residents than three larger-scale Community Park. Additionally, multiple smaller scale Neighbourhood Parks provide greater diversity and connection in the Town's mobility and trail network. The larger Community Park proposed in the Secondary Plan will host facilities intended to serve the wider

community. At subsequent planning stages, a more refined delivery of uses and configuration of parkland can occur to ensure Secondary Plan residents are supported.

Chapter 16 outlines policy regarding natural and human-made hazards. Per the general policies of Chapter 16, development within the Secondary Plan is directed outside of hazard lands, including stormwater flood plains. The limits of natural hazards are identified within the Local Subwatershed Study and informed the land use pattern of the Secondary Plan.

7.4.4 Urban System (Official Plan)

This chapter outlines policy for development within the Town of Caledon's Urban System, where the majority of growth is planned to occur within the Town. Per Sections 21.1.1 and 21.3.1 of the Official Plan, all new community areas will undergo a secondary planning process before development can proceed, including within the Subject Lands. The Subject Lands are identified as Secondary Planning Area A1 per Figure F3 (Secondary Planning Area) of the Official Plan. The preliminary community structure within this area is conceptually identified in Figure F2a (Preliminary Community Structure Plan) of the Official Plan, and referenced in Figure 8 of this Report.

21.1.2 *The overall community structure conceptually illustrated on Figures F2a and F2b, Preliminary Community Structure Plan, provides a comprehensive foundation for secondary planning and development in the Urban System. The Preliminary Community Structure Plan was prepared based on this Plan and Town master plan documents to identify the general locations of developable areas and community-defining elements. The Preliminary Community Structure Plan incorporates applicable elements of the Town Structure, including Centres (nodes) and Corridors, natural features and areas, the conceptual collector road network, and existing and planned parks and community facilities, including fire stations and active trails. The Town will update Figures F2a and F2b based on new or revised master plans, input from the school boards and approved secondary plans.*

Per the policies of the Official Plan, the Secondary Plan is generally consistent with Figure F2a and incorporates these conceptual elements of the Town Structure. Minor changes to support Secondary Plan features and functions are discussed below under Chapter 22 of the Official Plan.

21.3.4 *Prior to commencing the preparation of a secondary plan, terms of reference for the secondary planning process will be prepared, to the satisfaction of the Town's Chief Planner, that set out:*

- a) *the need for the secondary plan;*
- b) *the intended scope of the secondary plan, including:*
 - i) *rationale for the proposed secondary plan area if not in accordance with Figure F3, Secondary Planning Areas; and,*
 - ii) *the components to be addressed from Figure F2a or F2b, Preliminary Community Structure Plan;*
- c) *the process and timeline of secondary plan preparation;*
- d) *the supporting studies required by the Region of Peel Official Plan and this Plan;*
- e) *the opportunities for public participation and involvement;*
- f) *the role(s) and responsibilities within the proponent team and/or Town staff; and,*
- g) *if multiple landowners are involved, requirements related to landowner group and cost-sharing agreements, including demonstration that a formal landowner group is in place with full participation of the owner(s) of the majority of the lands in the secondary plan area.*

A draft terms of reference has been prepared in support of the secondary plan. The draft terms of reference was submitted for Town review on May 27, 2024. Initial comments were received from Town staff on June 27, 2024. The comments are acknowledged but not expected to impact the design or function of the Secondary Plan and will be addressed to the satisfaction of the Town’s Chief Planner through subsequent coordination. The draft terms of reference, dated May 24, 2024, is included as Appendix IV of this Report.

The Draft Official Plan Amendment and Secondary Plan, included as Appendix III of this Report, has been prepared in accordance with the nineteen requirements of Section 21.3.6 of the Official Plan, including descriptions of the long-term vision and main structural elements of the secondary plan area.

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.*

The Transportation Needs Assessment (Crozier 2024) details the proposed transportation network of the Secondary Plan, including the conceptual alignment of transportation corridors. The network includes east-west higher order transit connections along Mayfield Road and the Highway 413 Transitway as well as connection to four major transit hubs, including two Highway 413 Transitway stations, the Mayfield West Transit Hub, and the Mount Pleasant Go station.

Chapter 22 of the Official Plan outlines policy regarding growth within the identified Community Area of the Official Plan. This chapter identifies and details the multiple land use designations used by the Official Plan and the Town of Caledon. The designations proposed within the Secondary Plan conform to the designations detailed within Chapter 22.

As detailed in this Report, the Official Plan identifies a Neighbourhood Centre at the Chinguacousy Road/Tim Manley Avenue intersection on the Subject Lands (see *Figure 8* of this Report)). As discussed with Town staff, the Neighbourhood Centre has not been identified on the Secondary Plan Land Use Schedule (see *Figure 2*). The intent of a Neighbourhood Centre is to be a vibrant focal point for the surrounding neighbourhood, including meeting daily needs through a provision of accessible community and commercial amenities. In the design of the Secondary Plan, it is believed the intent of a Neighbourhood Centre is better suited at the Chinguacousy Road/Mayfield Road intersection. The northeast corner of the same intersection consists of a mixed use block within Mayfield West Phase 2 and there would be a synergy of uses with the Major Commercial/Mixed Use Area identified at the northwest corner in the Secondary Plan. Mayfield Road is also planned to be a higher order transportation corridor, providing greater accessibility to the area. At this intersection, development could consist of mixed use and medium-high density residential, in conformity with Section 22.4 of the Official Plan.

Per the Commercial Impact Study, prepared by urbanMetrics (June 2024), the creation of a retail and mixed use corridor along Mayfield Road would place retail uses along a high volume corridor, strengthening the node and creating a critical mass of commercial amenities to support resident access and multi-stop trips.

Similarly, the Official Plan identifies an Urban Corridor designation along Mayfield Road, Chinguacousy Road, and Tim Manley Avenue (see *Figure 8*). As discussed with Town staff, the Urban Corridor designation has not been identified on the Secondary Plan Land Use Schedule (see *Figure 2*). The intent of an Urban Corridor is to provide transit-supportive, mixed-use, mid-rise communities. In the design of the Secondary Plan, it is believed that the intent of Urban Corridors is best suited along Mayfield Road and partially along Chinguacousy Road, but not along the extension of Tim Manley Avenue.

The design of the Secondary Plan intends to generally focus mixed-use development along Mayfield Road. There is concern that if mixed-use development is encouraged or mandated along Tim Manley Avenue and the extent of Chinguacousy Road that it would result in an oversaturation of commercial uses in the area, given the existing or planned commercial uses within the adjacent Mayfield West area. Per the Commercial Impact Study (urbanMetrics, June 2024), the local- and regional-serving retail needs are currently met within the Secondary Plan.

The land use permissions of the Neighbourhood Area designation along Tim Manley Avenue and Chinguacousy Road still provide opportunity for a mix of uses, and the Secondary Plan would ultimately support these uses in this area, but if required through an Urban Corridor designation, it is believed this would result in oversaturation. Alternatively, both Mayfield Road and Chinguacousy Road will generally meet the intent of the Urban Corridor designation, providing higher density residential and mixed use development along a transit-supportive corridor, each with direct access to a Highway 413 interchange, and consistent with Section 22.5 of the Official Plan.

The Neighbourhood Area designation within the Secondary Plan covers a significant land area and provides for a wide range of residential and non-residential uses at the Secondary Plan scale, including residential, long-term care and retirement homes, public service facilities, neighbourhood scale retail, as well as schools and parks. Lands designated Neighbourhood Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan, including permission for a wide range of housing options, as well as supportive institutional and neighbourhood-scale retail uses. The Neighbourhood Area designation is further detailed in Section 3.1 of this Report.

The Major Commercial/Mixed Use Area designation within the Secondary Plan is primarily located along Mayfield Road, as well as a portion of Mississauga Road and Chinguacousy Road. This designation is intended to accommodate higher order retail uses and mixed uses in a medium and/or medium-high density. Lands designated Major Commercial/Mixed Use Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 22.8 of the Official Plan.

Chapter 23 of the Official Plan outlines policy regarding growth within the identified Employment Area of the Official Plan. The intent of the Employment Area is to protect employment lands and their vital role in the Town of Caledon. Land use designations within the Employment Area of the Secondary Plan are generally in conformity with the designations detailed in Chapter 23 of the Official Plan, as discussed below.

The Prestige Employment Area designation within the Secondary Plan is located in the southwest of the Secondary Plan, generally bordered by Mayfield Road, Mississauga Road, and

the Highway 413 Transportation Corridor. Lands designated Prestige Employment Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan. Additional detail on the Prestige Employment Area designation is provided in Section 3.5 of this Report.

The General Employment Area designation within the Secondary Plan is located at the south of the Secondary Plan, adjacent and east of the Prestige Employment Area. Lands designated Prestige Employment Area within the Secondary Plan will be developed generally in accordance and in conformity with the intent of Section 23.7 of the Official Plan. As noted in Section 3.4 of this Report, the General Employment Area designation is generally intended to recognize two existing facilities which are expected to be operated long-term by the Region of Peel and the Town of Caledon.

Per Section 23.2 of the Official Plan, *Retail uses in employment areas are discouraged except for retail uses servicing the employment area and retail ancillary to a permitted employment use.* The Secondary Plan permits retail as an ancillary use within the Prestige Employment Designation, primarily where located on ground floors or with a limited gross floor area footprint. Retail uses within these areas will primarily serve employees and local businesses, and not local residents. Per the Commercial Impact Study (urbanMetrics, June 2024), there is sufficient retail space to serve resident needs outside of the Employment Area.

7.4.5 Implementation (Official Plan)

This chapter outlines policy for implementation of the Official Plan through development within the Town. Relevant policy includes:

24.3.1 *An official plan amendment to implement a new secondary plan will be prepared in accordance with the policies and requirements of this Plan, including the direction provided in Chapter 21, Planning the Urban System, Chapter 24, Official Plan Amendments, and Chapter 27, Development Application Requirements.*

Please refer to Appendix III for the Draft Official Plan Amendment to implement the Secondary Plan.

24.3.2 *Further to Policy 24.3.1, each secondary plan will be based on the following supporting studies and technical analysis prepared to the satisfaction of the Town in accordance with applicable terms of reference*

Please refer to Section 6.0 of this Report for detail on the supporting studies prepared for the Secondary Plan.

28.1.1 *The Town will follow the public notification and engagement procedures prescribed by the Planning Act and its regulations to inform and obtain the views of the public in respect to proposed official plan and zoning by-law amendments, plans of subdivision and consents to sever lands. The Planning Act also authorizes the Town to implement alternative measures for informing and obtaining the views of the public in respect of certain types of proposals as set out in this Plan.*

Please refer to Section 3.10 of this Report for detail on the planned engagement process of the Secondary Plan.

8.0 Conclusion

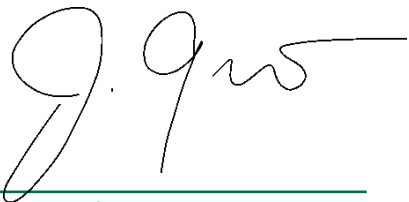
Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical studies and reports, it is our opinion that the Proposed Secondary Plan and corresponding Official Plan Amendment are justified and represent good planning for the following reasons:

1. The Secondary Plan is consistent with the PPS and conforms to the Growth Plan, Region of Peel Official Plan, and Future Caledon Official Plan;
2. The proposed land use pattern and uses of the Secondary Plan conform to the intent of the Future Caledon Official Plan land use designations;
3. The natural heritage system within the Subject Lands, including water resources, has been characterized and will be protected or enhanced;
4. The proposed multimodal transportation network reduces reliance on the personal vehicle and contributes to the development of complete communities;
5. The Region of Peel Employment Area has been protected for future growth;
6. The Secondary Plan meets and/or exceeds the residential and employment growth targets at all policy scales;
7. A broad range of housing types are permitted to provide options for future residents;
8. Adequate community services and facilities will be available to serve future residents of the Secondary Plan;

9. Adequate commercial and retail space is provided for residents to meet their daily needs;
10. The Secondary Plan will utilize extensions of existing transportation and servicing infrastructure from surrounding areas and continue an efficient pattern of development;
11. The proposed phasing of the Secondary Plan will reasonably accommodate growth;
12. Climate change adaptation and mitigation techniques have been reviewed in the design and study of the Secondary Plan;

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jason Afonso, MCIP, RPP
Partner



Zechariah Bouchard
Planner

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- Figure 4: Region of Peel Official Plan – Schedule E-4 – Employment Areas
- Figure 5: Future Caledon Official Plan – Schedule B4 – Land Use Designations
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- Figure 8: Future Caledon Official Plan – Figure F2a – Preliminary Community Structure

List of Appendices

- Appendix I: Alloa Landowner Group Ownership Map
- Appendix II: Alloa Secondary Plan Development Statistics
- Appendix III: Official Plan Amendment: Alloa Secondary Plan
- Appendix IV: Draft Secondary Plan Terms of Reference

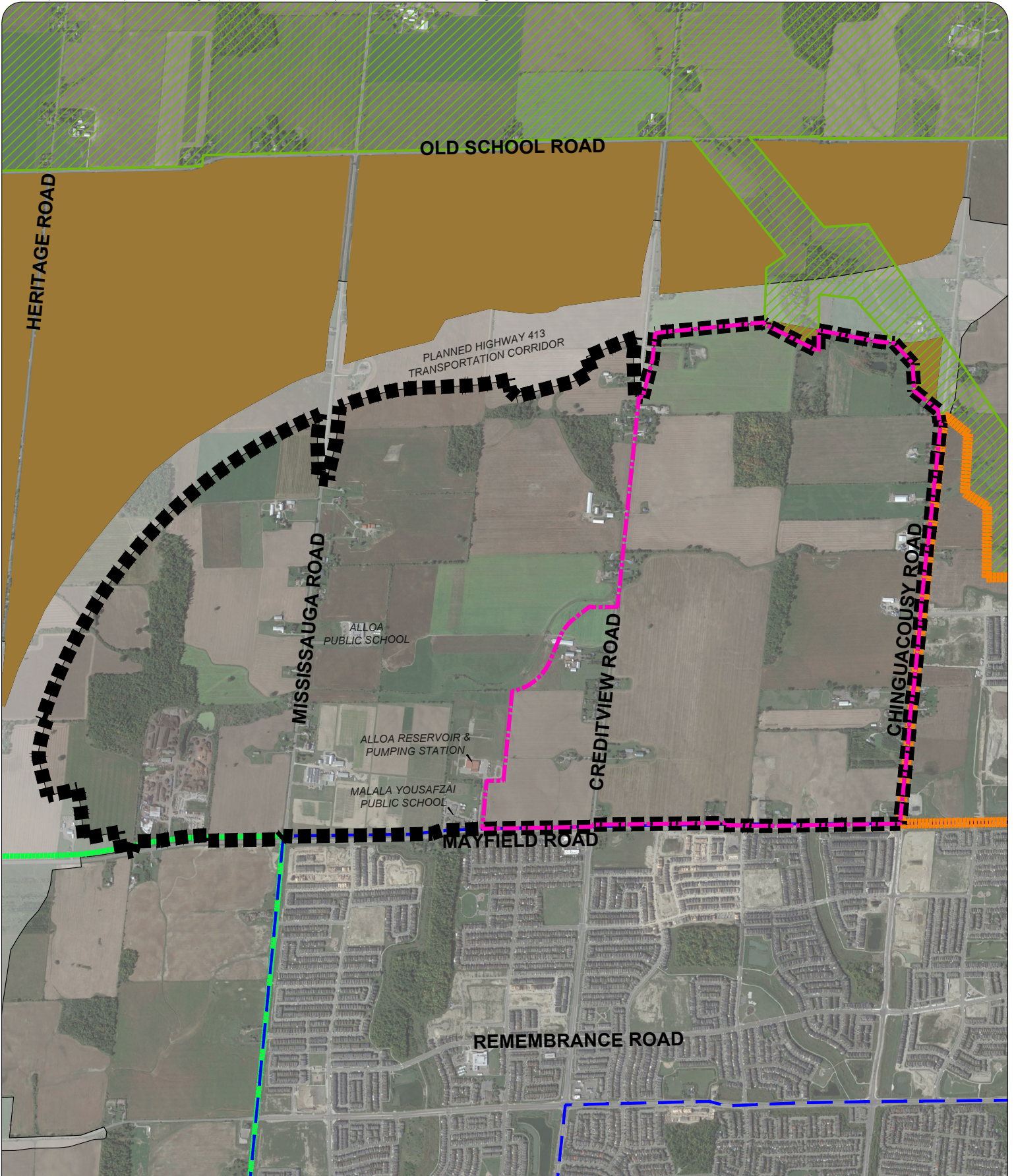


FIGURE 1
AERIAL CONTEXT PLAN
TOWN OF CALEDON

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
 TOWNSHIP OF CHINGUACOUSY
 TOWN OF CALEDON,
 REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
 JUNE 27, 2024

- Secondary Plan Boundary
- Phase 1 Boundary
- Mayfield West Secondary Plan Phase 2 Boundary
- Mount Pleasant Secondary Plan Boundary
- Heritage Heights Secondary Plan Boundary
- Planned Highway 413 Transportation Corridor
- Prime Agricultural Area
- Greenbelt Plan Area

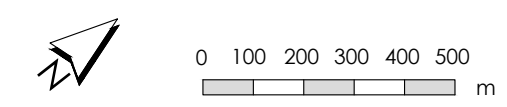
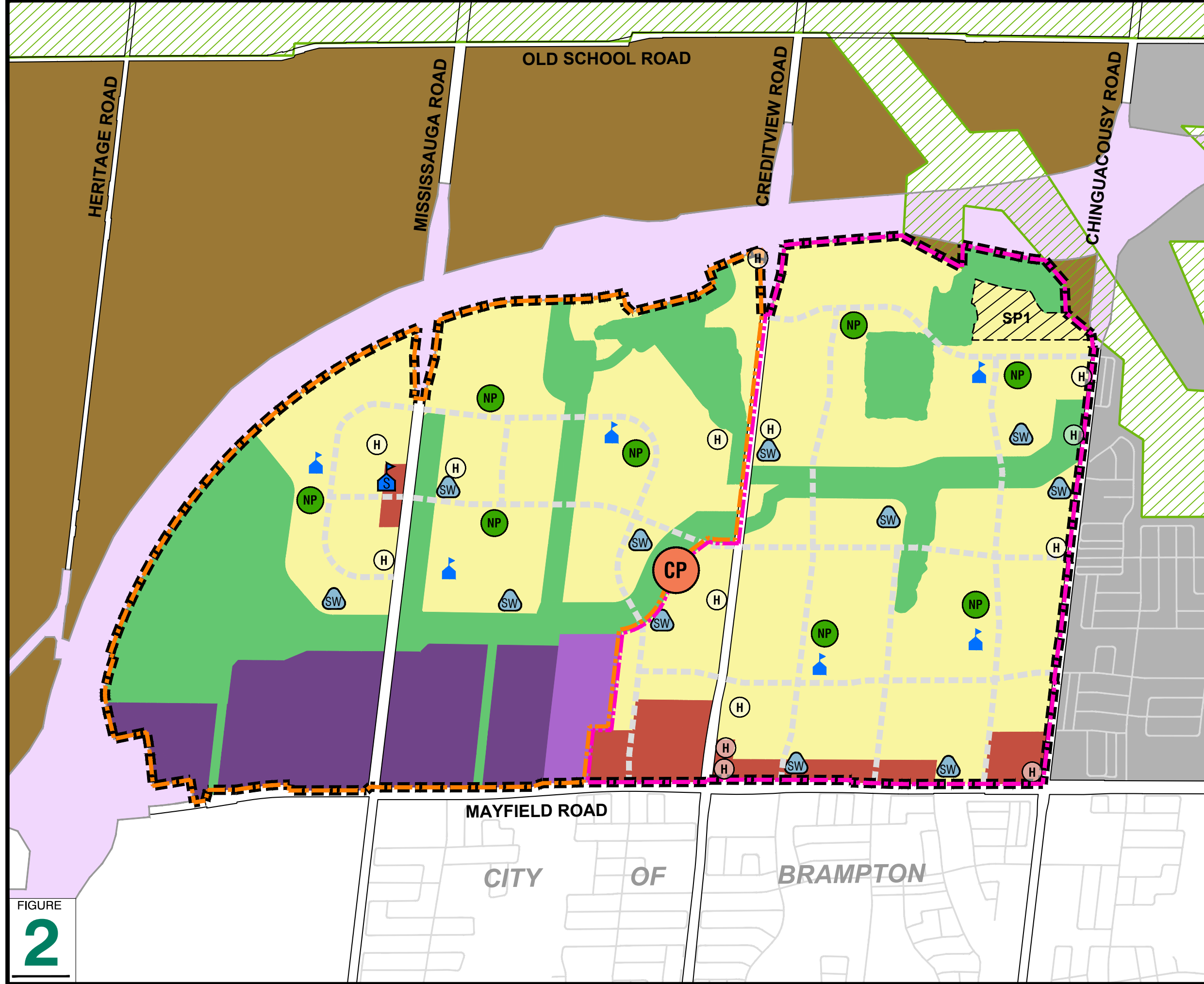


TOWN OF CALEDON OFFICIAL PLAN

Schedule **XX** Alloa Secondary Plan: Land Use Plan

Land Use

- Neighbourhood Area
 - Major Commercial / Mixed-Use Area
 - Prestige Employment Area
 - General Employment Area
 - Natural Environment System Area
 - Prime Agricultural Area
 - Urban Area
 - Greenbelt Plan Area
 - NP Neighbourhood Park
 - CP Community Park
 - S Elementary School
 - S Secondary School
 - SW Stormwater Management Pond
 - H Potential Heritage Resource
- ### Other Map Elements
- Secondary Plan Boundary
 - Phase 1 Boundary
 - Phase 2 Boundary
 - Planned Highway 413 Transportation Corridor
 - Collector Road
 - Special Policy Area



Date of print: 6/21/2024 June 2024

This map forms part of the Future Caledon Official Plan of the Town of Caledon and must be read in conjunction with the text, other schedules and secondary plans. The boundaries/alignments of designations on this schedule are approximate and are not intended to be scaled.

FIGURE
2

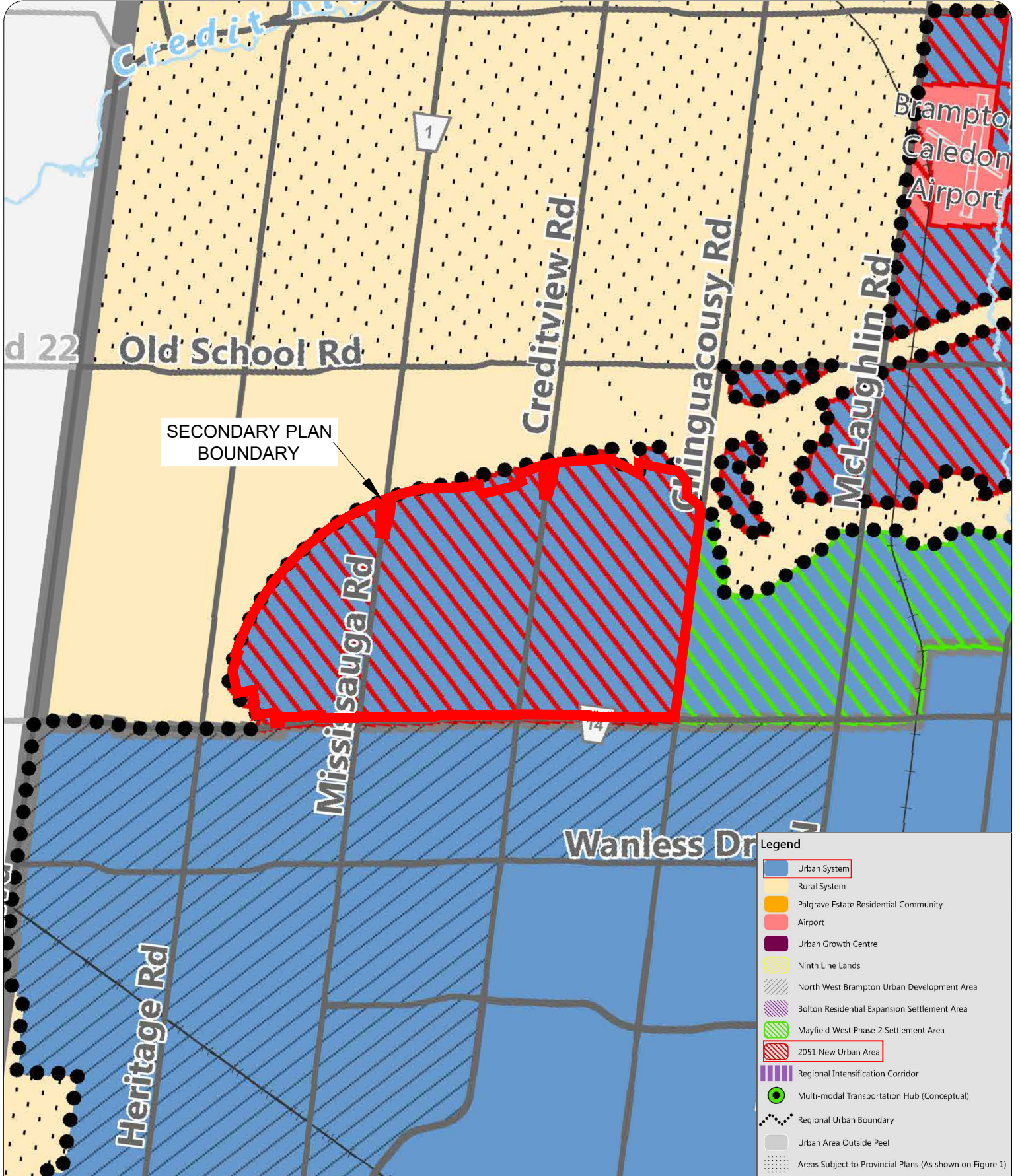


FIGURE 3 REGION OF PEEL OFFICIAL PLAN SCHEDULE E-1 - REGIONAL STRUCTURE

LEGEND

Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL



SCALE NTS JUNE 27, 2024

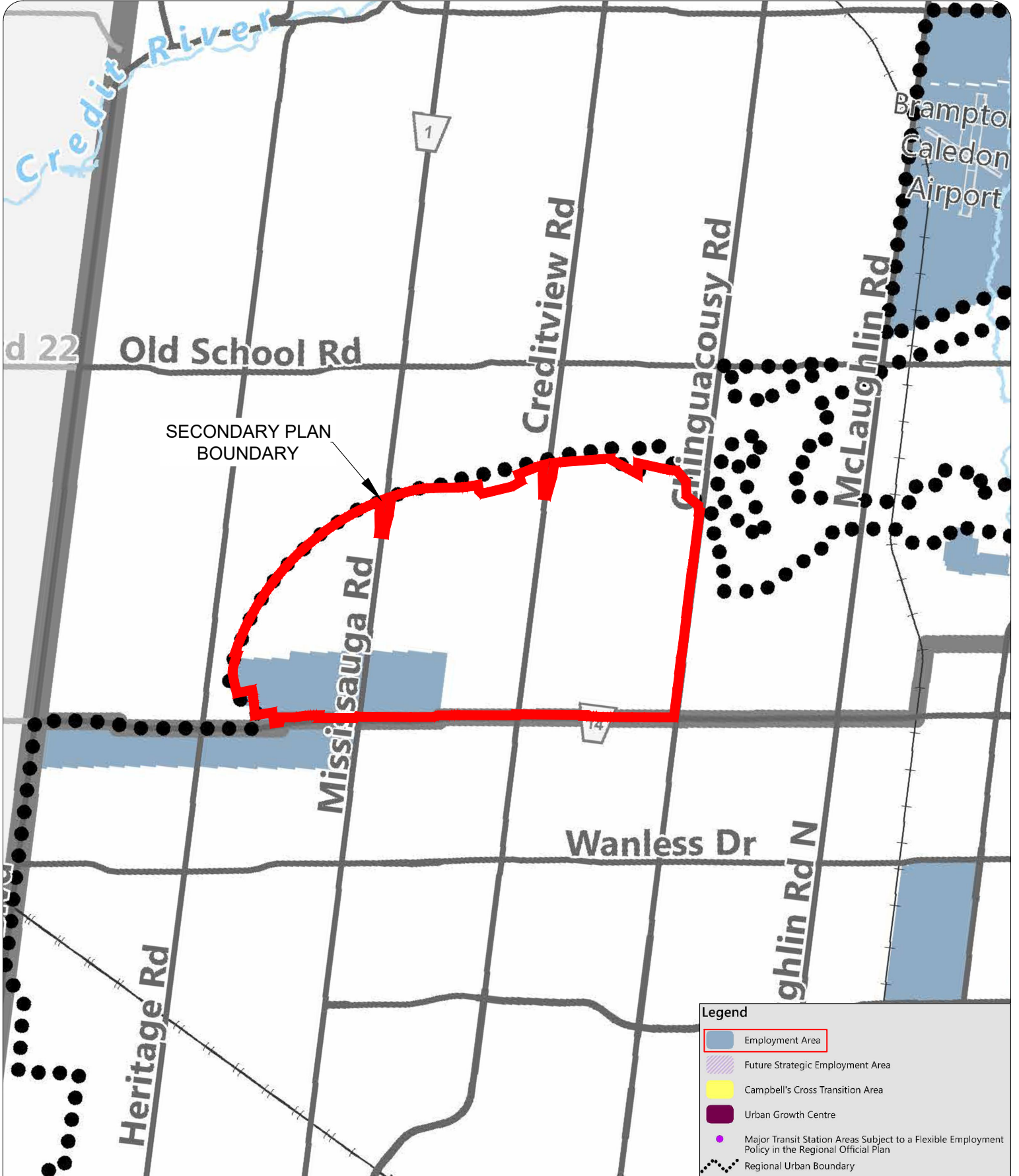


FIGURE 4 REGION OF PEEL OFFICIAL PLAN SCHEDULE E-4 - EMPLOYMENT AREAS

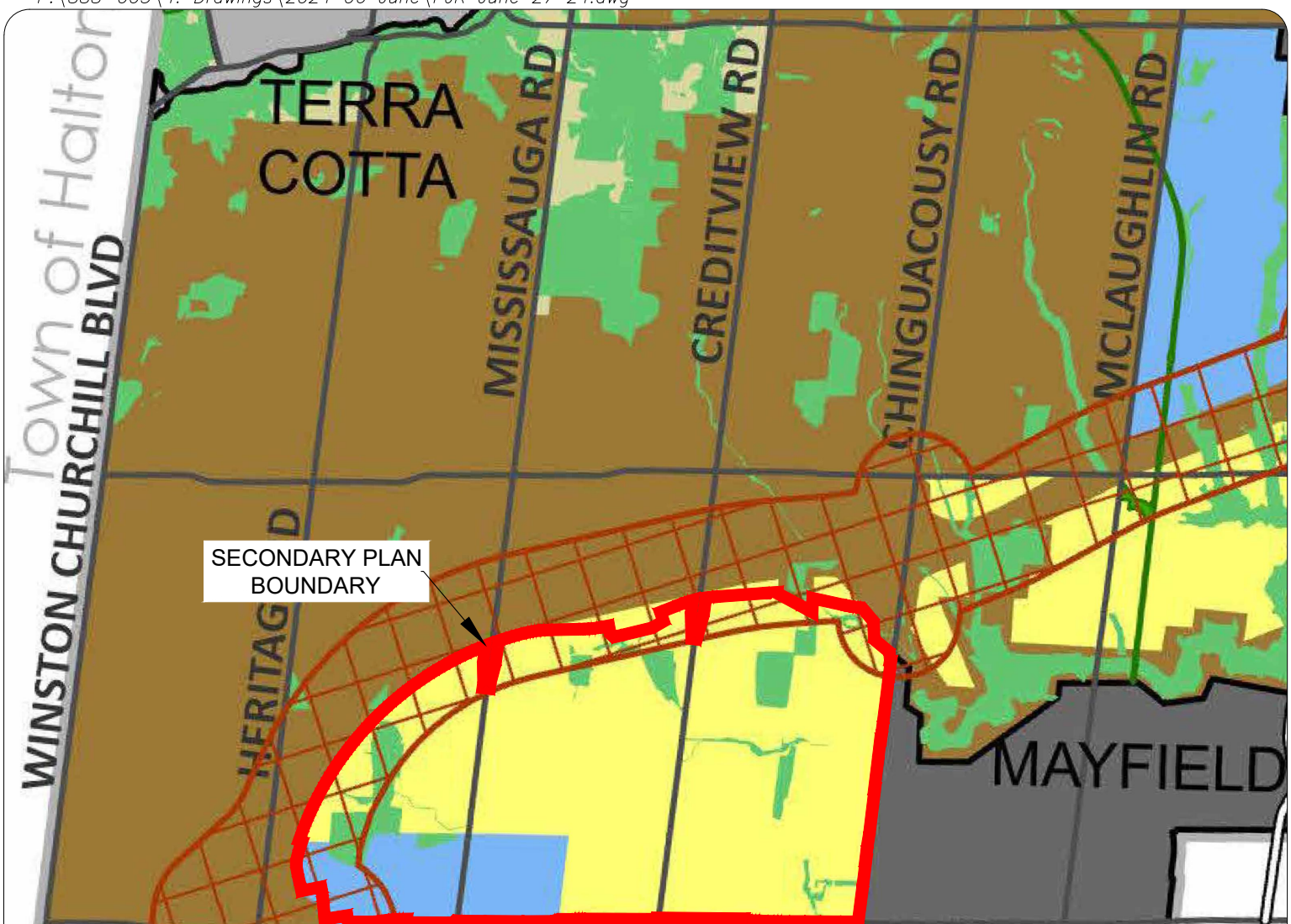
LEGEND

 Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
TOWNSHIP OF CHINGUACOUSY
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
JUNE 27, 2024



Land Use

- Extractive Industrial Area
- Rural Economic Development Area
- Estate Residential Area
- New Community Area
- New Employment Area
- Prime Agricultural Area
- Rural Lands
- Parks and Open Space
- Natural Features and Areas
- Campbell's Cross Transition Area

Other Map Elements

- Planned Highway 413 and NWGTA Transmission Corridor Protection Area
- Reddington Retirement Community
- See Schedules E2 to E11 for Land Use Designations
- Refer to Part A, Section 1.2

FIGURE 5
FUTURE CALEDON OFFICIAL PLAN
 SCHEDULE B4 - LAND USE DESIGNATIONS

LEGEND
 Subject Lands

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
 TOWNSHIP OF CHINGUACOUSY
 TOWN OF CALEDON,
 REGIONAL MUNICIPALITY OF PEEL

SCALE NTS
 JUNE 27, 2024





FIGURE **6** **FUTURE CALEDON OFFICIAL PLAN**
 SCHEDULE C1 - TOWN WIDE TRANSPORTATION NETWORK

PART OF LOTS 18-21, CONCESSIONS 3 & 4,
 TOWNSHIP OF CHINGUACOUSY
 TOWN OF CALEDON,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 JUNE 27, 2024

LEGEND

Subject Lands



FIGURE 7 **FUTURE CALEDON OFFICIAL PLAN**
 SCHEDULE C4 - 2051 TOWN WIDE TRANSIT NETWORK

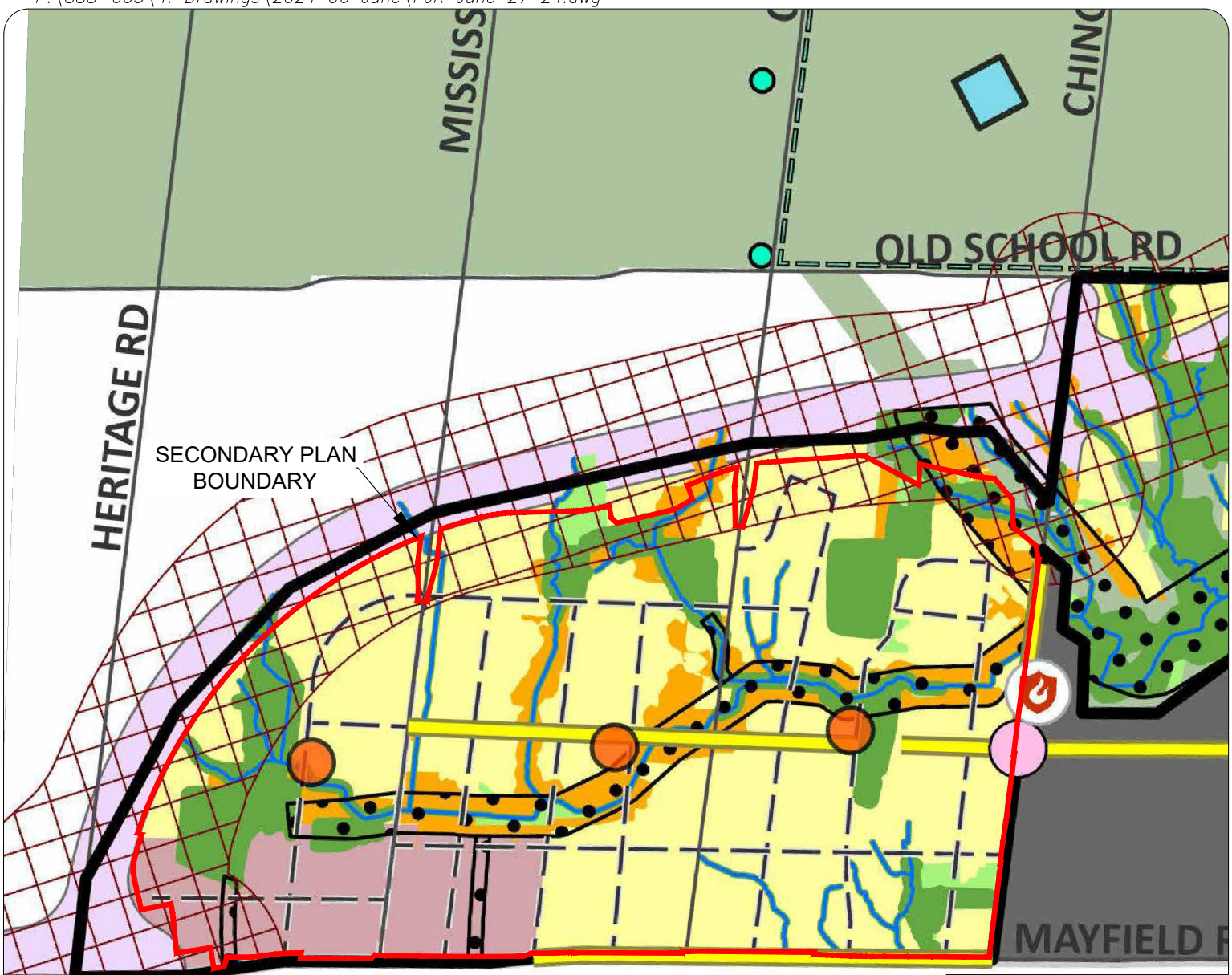
PART OF LOTS 18-21, CONCESSIONS 3 & 4,
 TOWNSHIP OF CHINGUACOUSY
 TOWN OF CALEDON,
 REGIONAL MUNICIPALITY OF PEEL



SCALE NTS
 JUNE 27, 2024

LEGEND

Subject Lands



- | | |
|--|--|
| Part IV Designated Heritage Properties | Existing Community Park |
| Proposed Community Park | New Community Area |
| Proposed District Park | New Employment Area |
| Existing Fire Station | Greenbelt Plan Boundary |
| Proposed Fire Station | Natural Features and Areas with 30m Buffer |
| Brampton-Caledon Airport | Supporting Features and Areas |
| Neighbourhood Centre | Permanent and Intermittent Streams |
| Active Transportation - Trail System | Potential Linkage |
| Conceptual Collector Road | Potential Enhancement Area |
| Urban Corridor | |
- Other Map Elements**
- Preliminary Community Structure Plan Boundary
 - Planned Highway 413 Transportation Corridor
 - Planned Highway 413 and NWGTA Transmission Corridor Protection Area
 - Refer to Part A, Section 1.2

FIGURE 8 FUTURE CALEDON OFFICIAL PLAN
FIGURE F2a - PRELIMINARY COMMUNITY STRUCTURE PLAN

PART OF LOTS 18-21, CONCESSIONS 3 & 4, TOWNSHIP OF CHINGUACOUSY TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

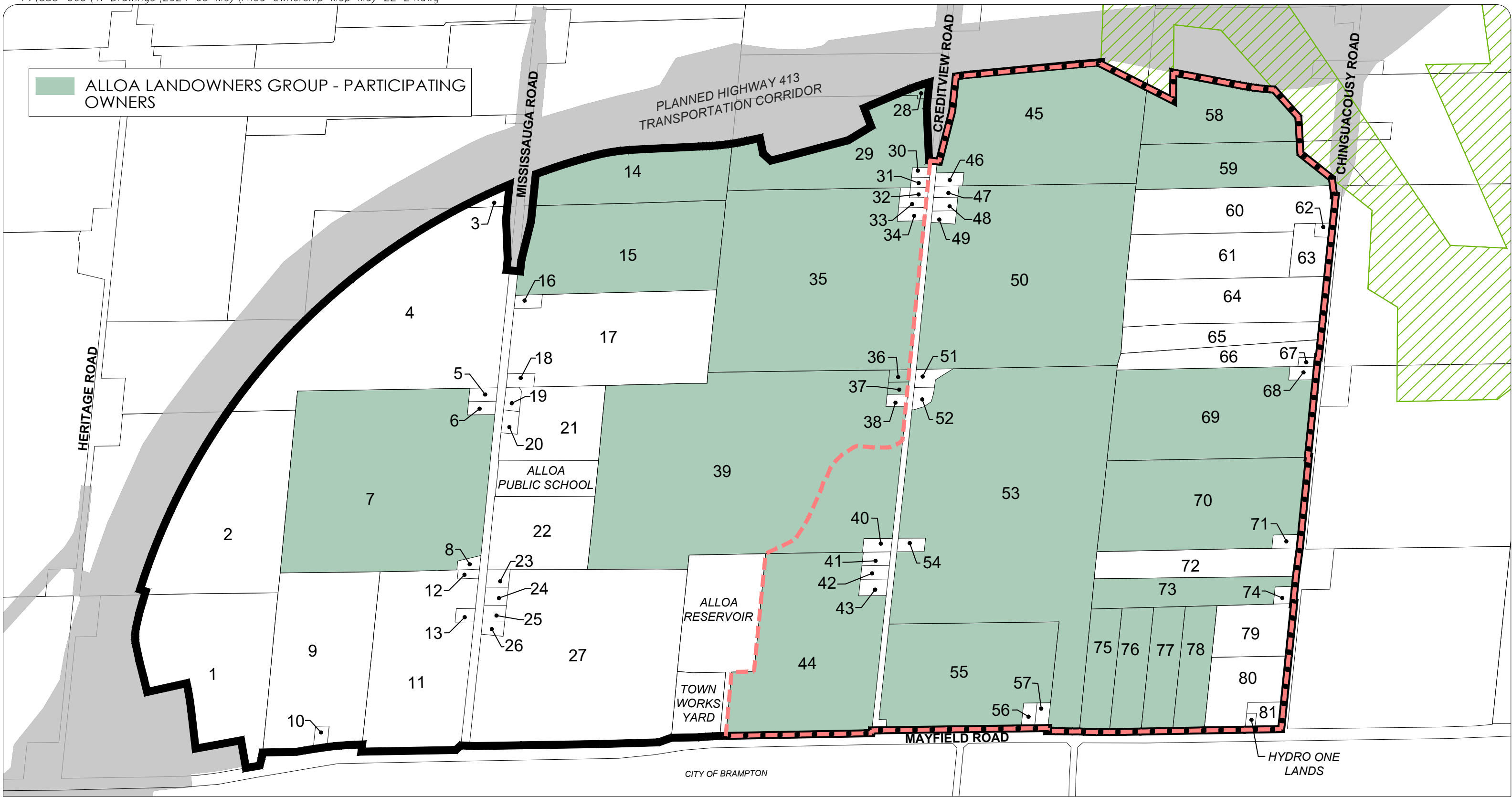
SCALE NTS
 JUNE 27, 2024

LEGEND
 Subject Lands



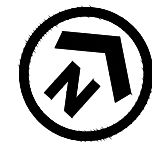
Appendix I

Alloa Landowner Group Ownership Map



ALLOA PLANNING AREA OWNERSHIP PLAN

TOWN OF CALEDON, REGION OF PEEL



SCALE NTS
MAY 22, 2024

ALLOA SECONDARY PLAN AREA
 PHASE 1 BOUNDARY
 GREENBELT PLAN AREA
 PLANNED HIGHWAY 413 TRANSPORTATION CORRIDOR



PLAN AREA OWNERSHIP

ALLOA LANDOWNERS GROUP - PARTICIPATING OWNERS

1. GARBUTT, LISA; GARBUTT, DONALD KEITH
2. 276734 ONTARIO LIMITED
3. CALEDON MAYFIELD DEVELOPMENT CORP.
4. FRAZER, LOIS; FRAZER, WILLIAM
5. MCCrackEN, CONSTANCE BARBARA; MCCrackEN, ALLAN SCOTT
6. SIDHU, NASIB; SIDHU, GURMEL; SIDHU, SANDEEP; SIDHU, BHUPINDER
7. GREAT GULF ALLOA LTD.
8. SIDHU, RAMANDEEP; SIDHU, HARMAN
9. 1096281 ONTARIO LIMITED
10. 1096281 ONTARIO LIMITED
11. KAVAR JEWELLERS INC.; 1143922 ONTARIO LIMITED
12. NOWAK, BOGDAN; NOWAK, JANINA
13. NEELON, SUKHVIR; NEELON, HARMEET
14. 2329750 ONTARIO INC.
15. FENYPAPALOVE INC.
16. LOSTRITTO, ANNA MARIA
17. LOSTRITTO, SHELLEY-ANN; LOSTRITTO, ANNA MARIA; LOSTRITTO, ANTONIO
18. PETERS, CAROL
19. VIDACKOVIC, LJUBICA; VIDACKOVIC, ALOJZ
20. GHUMAAN, KANWALJIT; GHUMAAN, AJAYPAL
21. BRATTY, RUDOLPH PETER
22. BRATTY, RUDOLPH PETER
23. GILL, BINDER; DHALIWAL, HARJINDER KAUR; DHALIWAL, MANVINDER
24. SCOTT, JOAN MARY; SCOTT, JAMES RICHARD
25. TROCHANOWSKI, JOANNA; TROCHANOWSKI, ALEKSANDER
26. KAUR, AMRIT, MULTANI, KULJIT; KAUR, JASWINDER
27. PIONEER HI-BRED PRODUCTION COMPANY
28. MCCLURE, GORDAN DOUGLAS; MCCLURE, NORMAN ANDREW
29. CALTON DEVELOPMENTS INC.
30. DA SILVA, CHRISTINE; DA SILVA, RICHARD RAULINO
31. A.S. HOLDINGS LTD.
32. COLAKIC, SUSAN; TRAPANI, GIUSEPPE
33. EVANS, PERRY
34. MCCLURE, GORDAN DOUGLAS
35. MCCLURE, NORMAN ANDREW
36. BRAR, AMANDEEP
37. SINGH, GURBIR
38. NARCISI, ANNA; NARCISI, GIUSEPPE
39. MCCLURE, DENISE IVICHELLE; MCCLURE, WAYNE GORDON
40. ZUBER, JONEIVIL; ZUBER, RUTH ANN
41. SULLIVAN, DENIS; SULLIVAN ANNA
42. TOLLIS, ANTONIETTA; TOLLIS, VINCENZO NICOLA
43. 1000179799 ONTARIO INC.
44. 12100 CREDITVIEW DEVELOPMENTS LTD.
45. LOUKES, KAREN JOHANNA; MCCLURE, GORDON DOUGLAS; 12697 CREDITVIEW DEVELOPMENTS LIMITED
46. D'ALESSANDRO, GIUSEPPE; D'ALESSANDRO, ANNA
47. WILLIAMS, RICHARD OWEN; WILLIAMS, KIMBERLY ANNE
48. GOSAL, KAMALJIT; GOSAL, LAKHVIR
49. BUTTAR, AMRITPAL; BUTTAR, HARINDER
50. ARGO ALLOA (BT) CORPORATION
51. RASHLEIGH, MARLENE RUTH; RASHLEIGH, BRYAN LEONARD
52. DEONARINE, CHERYL
53. 12101 CREDITVIEW DEVELOPMENTS LIMITED
54. SINGH, KULWANT; MANGAT, RAVI
55. 856063 ONTARIO INC.
56. THIND, AMARJIT; THIND, GURIQBAL; PUREWAL, BALJINDER; THIND, MANJINDER
57. DIAS, MARIO; DIAS EMILIA
58. OLD SCHOOL DEVELOPMENT INC.
59. ONE OLD SCHOOL DEVELOPMENT INC.
60. ZUBER, RUTH ANN; PRINGLE, LINDA MARIE
61. ZUBER, RUTH ANN; PRINGLE, LINDA MARIE
62. OHRI, NITIKA
63. NEELY, CHERYL; NEELY, BONNIE JUNE
64. GONCALVES, JOAO; GONCALVES, IDILA
65. HANSRA, BEANT; HANSRA, PRITAM SINGH; HANSRA, CHARANJIT KAUR; HANSRA, BHAG SINGH; HANSRA, AMAR; HANSRA, MAJOR SINGH
66. SNYDER, DAVID HARVEY; SNYDER, MARIE LOUISE
67. SNYDER, DAVID HARVEY
68. SNYDER, MARIE LOUISE; SNYDER, DAVID HARVEY
69. ARGO MAYFIELD WEST II LIMITED
70. ARGO MAYFIELD WEST I LIMITED
71. MCCLURE, NATALIE ELIZABETH
72. DHALIWAL, GURNAM; DHALIWAL, KIRANJIT; DHALIWAL, KAMALJIT; DHALIWAL, HARJINDER; DHALIWAL, GURPINDER
73. ARGO MAYFIELD WEST III LIMITED
74. SOMAL, KIRNJIT; KAUR, DALJEET; SOMAL SUCHA
75. GOLDEN GATE MAYFIELD LIMITED
76. VANAİK, ROMESH; VANAİK, RAHUL; VANAİK, RAJAN
77. 1000223004 ONTARIO LIMITED
78. 1000223001 ONTARIO LIMITED
79. BONELLO, MARTIN; BONELLO, SHARON ANN
80. IABONI, BRUNO; WALLIS, IVIARISA; GOULIARAS, NICK; CERELLI ARMANDO; IABONI, GINA; IABONI, BIANCA
81. 22014411 ONTARIO INC.

Appendix II

Alloa Secondary Plan Development Statistics

Appendix III

Official Plan Amendment: Alloa Secondary Plan

AMENDMENT NO. [OPA Number]

**TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA**

DRAFT

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. [BL-XXXX-XX]

A By-law to adopt Amendment No. [OPA Number]
to the Official Plan for the Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. [OPA Number] to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

Read three times and finally passed in open Council this [xx] day of [xxxx], [xxxx]

Annette Groves, Mayor

Kevin Klingenberg, Clerk

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

DRAFT

AMENDMENT NO. [OPA Number]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A - THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend the Town of Caledon Official Plan to establish the Alloa Secondary Plan.

The Amendment establishes objectives and policies to govern the development of land within the Alloa Secondary Plan Area by amending Part H of the Official Plan and adding a new Section 33 for new Secondary Plans under the Future Caledon Official Plan.

Location:

The lands subject to this Amendment, as indicated on the attached Schedule "XX" Alloa Secondary Plan Land Use Schedule, comprise an area of 725 hectares (1,800 acres) are bounded by the Highway 413 Protection Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south, and are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Staff Report [Council Report Number], as adopted by Council on [date of Council Meeting]. The applicant, the Alloa Landowners Group, has requested an amendment to the Town of Caledon Official Plan to assign a range of land use designations and policies to enable and support a range of appropriate urban land uses, and to protect, restore, and enhance natural features and areas, including water resource systems, and to provide parks, open spaces, and stormwater management.

The subject lands are located within the New Community and New Employment Area designations within the Town's 2051 Urban Area. All New Community and Employment Areas within the Town of Caledon's 2051 New Urban Area require secondary planning to implement the Town Structure and to build on the direction of the Future Caledon Official Plan to guide future development.

The applicant is proposing to amend the Official Plan to establish the Alloo Secondary Plan to accommodate a balanced delivery of housing and employment opportunities, including lands for education, recreation, parks and open space, cultural and community facilities, and affordable housing.

The applicant has submitted an Official Plan Amendment Application including various technical studies in support of the proposed amendment. Planning staff has reviewed this application and is of the opinion that the amendment is

consistent with and promotes the policies of the Provincial Policy Statement by focusing growth within a settlement area with efficient development and land use patterns, accommodating a range and mix of housing, while protecting existing natural heritage features.

The Amendment conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation, transit integration and promoting transit use. The Amendment exceeds the minimum required density target of the Growth Plan and protects natural heritage features.

The Amendment conforms to and promotes the policies of the Region of Peel Official Plan as it provides for natural heritage protection and achieves the designated greenfield area objectives by accommodating a diverse and compatible mix of land uses and compact form which supports walking, cycling and allows for the integration of future transit service.

The Amendment conforms to the Town of Caledon Official Plan as it establishes objectives and policies on growth management, community design, land use, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051.

The lands subject to the Amendment are contiguous to the built-out and developing areas to the south and east, representing a logical extension of urban development in the area and facilitates the contribution of housing to the Town's growth targets within the 2051 timeframe.

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. [OPA Number] of the Town of Caledon Official Plan.

Details of the Amendment

The Town of Caledon Official Plan is amended as follows:

1. Part H is amended by adding the following subsection 33, Alloa Secondary Plan:

***** See enclosed proposed Secondary Plan text. *****

2. By adding Schedule "XX" Alloa Secondary Plan Land Use Schedule to the Town of Caledon Official Plan for the lands described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel, in accordance with Schedule "A" attached hereto.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

ALLOA SECONDARY PLAN

7.18.1 INTRODUCTION

The Alloo Secondary Plan sets out a planning framework for development within the Alloo Planning Area. This Plan includes objectives and policies on growth management, community design, land use, the natural environment system, cultural heritage, mobility, climate resilience, and infrastructure to support the accommodation of forecasted population and employment growth to 2051.

7.18.2 LOCATION

The lands subject to this Secondary Plan are known as the Alloo Planning Area and are identified on Schedule "XX". This area is bounded by the Highway 413 Protection Corridor to the north and west, Chinguacousy Road to the east, and Mayfield Road to the south. The lands comprise an area of approximately 725 ha (1,800 ac) and are legally described as Part of Lots 18, 19, 20, and 21, Concessions 3, 4 and 5, WHS (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

7.18.3 OBJECTIVES

7.18.3.1 The planning objectives for the Alloo Secondary Plan Area are as follows:

- a) Support climate change mitigation and adaptation by preparing for the impacts of climate change that pose a threat to buildings, infrastructure, natural systems, safety, and the well-being of residents and the local economy;
- b) Identify and conserve cultural heritage resources and incorporating them into the community design;
- c) Support and achieve a high standard of urban design to help create a healthy, complete community that is accessible, walkable, attractive, thriving, innovative and inclusive.
- d) Facilitate a sustainable, environmentally sound and diverse local economy.
- e) Create opportunities for a broad mix and range of housing types, densities, sizes and tenures that are suitable for different incomes, ages, lifestyles, and families, including the provision of affordable housing, and contribution towards the achievement of Regional housing targets;
- f) Provide adequate community service facilities, as necessary, to keep pace with development;

- g) Provide an inter-connected transportation network, that includes road, pedestrian, cycling and transit infrastructure, that connects to the surrounding arterial road system and surrounding communities, provides active transportation opportunities and promotes transit;
- h) Ensure services, including the necessary sanitary, stormwater and water services, are in place and operative prior to or concurrent with development;
- i) Design a stormwater management system that protects features and functions of the natural heritage system and water resource system;
- j) Ensure the costs of services, public facilities and infrastructure required to permit and support the development of the lands in the Plan Area are financially sustainable.
- k) Protect and enhance significant and sensitive natural heritage features within the Natural Environment System; and,
- l) Provide a well-connected, cohesive and publicly accessible system of parks, open spaces, trails and community facilities that provide a range of multi-seasonal recreational, leisure and social opportunities for people of all ages, abilities and interests.

7.18.4 GROWTH MANAGEMENT STRATEGY

7.18.4.1 General Policies

7.18.4.1.1 The growth management strategy for the Plan Area is outlined in the following sections. It is designed to ensure that development in the Plan Area occurs in an orderly, timely and cost-effective manner.

7.18.4.1.2 To ensure conformity with the Town’s growth management objectives, the Plan Area has been planned to achieve the population and employment targets shown in Table 7.16 and development will occur in a manner consistent with these minimum targets.

Table 7.18 Alloa Secondary Plan Area Population and Employment Targets

Population	30,000
Population related jobs ⁽¹⁾	1,000
Total	31,000

Community Land Area (hectares) ⁽²⁾	459
Minimum Community Area Density (combined population & jobs/hectare)	67.5
Employment Area jobs	2,470
Employment Land Area (hectares) ⁽²⁾	95
Minimum Employment Area Density (jobs/hectare)	26

⁽¹⁾ Excludes Forecast Work from Home jobs.

⁽²⁾ Net Area of Plan Area, excluding the Natural Environment System.

7.18.4.1.3 The total number of residential homes in the Plan Area shall achieve the planned minimum population of approximately 30,000 across the Plan Area.

7.18.4.1.4 The Town will ensure compliance with the population and employment targets through the Tertiary Plan, Draft Plan of Subdivision and Site Plan Approval process.

7.18.4.1.5 The planning and development of the Plan Area shall occur on a phased basis corresponding to the Phasing Areas as identified on Schedule "XX".

7.18.5. BASIS OF THE SECONDARY PLAN

7.18.5.1 In the development of this Secondary Plan, the following community-wide studies were undertaken:

- a) Agricultural Impact Assessment;
- b) Archaeological Assessment (Stage 1);
- c) Climate Change Adaptation Plan;
- d) Commercial Impact Study;
- e) Community Design Guidelines;
- f) Community Energy and Emissions Reduction Plan;
- g) Community Services and Facility Study;
- h) Cultural Heritage Assessment;
- i) Fiscal Impact Study;
- j) Scoped Servicing Study;

- k) Healthy Development Assessment;
- l) Housing Assessment;
- m) Local Subwatershed Study;
- n) Planning Justification Report;
- o) School Site Analysis; and
- p) Transportation Study;

Together, these plans and studies provide important direction for establishment of policies within the Secondary Plan, the preparation of Tertiary Plans, and the review of the development applications in the Plan Area. Future Tertiary Plans and Draft Plans of Subdivision applications shall be informed by the findings and recommendations of these studies.

- 7.18.5.1.2 Prior to Draft Approval of a Plan of Subdivision Application and/or approval of a Site Plan Application in the Plan Area, the plans/studies listed in Section 7.18.5.1 may need to be refined to the satisfaction of the Town and relevant agencies, and ultimately approved by Town staff. Further direction is provided in Section 7.18.19 of this Secondary Plan. Alternatively, where refinements are not required, Compliance Letters demonstrating conformity to the plans/studies may be provided, as needed.

7.18.6 GENERAL DEVELOPMENT

7.18.6.1 Community Design

- 7.18.6.1.1 The Plan Area will be designed in accordance with Section 7 of the Official Plan to achieve high standards in the physical design of the built and natural environment. The high standards relate to overall quality, environmental sensitivity, sustainability, meeting diverse needs of the population, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security. High design standards will apply equally at the level of individual sites as well as at the level of new subdivisions, and to the community in its entirety.

- 7.18.6.1.2 The following urban design factors will be used to determine the acceptability of development proposals within the Plan Area:

- a) The extent to which the proposal fits within any Council-approved Comprehensive Town-Wide Design Guidelines, and applicable Secondary Plan Community Design Guidelines.
- b) The extent to which development is compatible in built form and architectural form and forms a cohesive and unified cluster of buildings which are compatible with each other.
- c) The street facades of publicly accessible buildings will be designed to encourage and facilitate public accessibility through extensive use of building and store front entrances and display windows.

7.18.6.1.3 Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.

7.18.6.1.4 Built form along arterial and collector roads within the Plan Area will be thoughtfully designed to offer a range of configurations, allowing a seamless integration with low-rise or taller buildings within the same block. The creation of a dynamic streetscape is encouraged as it adds visual interest, avoiding the monotony often associated with uniform massing.

7.18.7 RESIDENTIAL

7.18.7.1 General Policies

7.18.7.1.1 This section establishes specific policies with respect to residential development in the Plan Area. Residential land uses are permitted within the following land use designations, as shown on Schedule XX to this Plan:

- a) Neighbourhood Area; and
- b) Major Commercial / Mixed-Use Area.

7.18.7.1.2 Residential development in the Plan Area will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Table 7.18 will prevail.

7.18.7.1.3 With respect to residential development in the Plan Area, the calculation of net density will be based on the land area proposed to be developed for residential units, exclusive of public rights-of-way, railway rights-of-way, school blocks, park blocks, open space uses, natural environment system areas and stormwater management ponds.

7.18.7.1.4 Residential development in the Plan Area shall contribute to achieving the new housing unit targets shown in Table 4 of the 2051 Region of Peel Official Plan as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy. The community must provide a

variety of housing options and encouraged to accommodate ownership and rental tenure, secondary and accessory units and housing to meet various income levels.

- 7.18.7.1.5 Direct driveway access from individual detached, semi-detached, and townhouse dwellings to arterial roads are not permitted.
- 7.18.7.1.6 Residential development adjacent to arterial roads shall be encouraged to occur in such a manner that acoustical fencing and reverse frontages are not required. Preference will be given to developments which use rear-lane housing, flankage lots, window streets, service roads, berms and landscaping adjacent to these roads.
- 7.18.7.1.7 Buildings located in visually prominent locations in the community such as at neighbourhood gateways, corner lots, park and open space adjacent lots, community edge lots, window lots, elbow lots and view terminus lots will be subject to more detailed design to emphasize the quality and character of the community. The Community Design Guidelines shall identify the design treatment for such lots and will indicate the implementation process associated with these Guidelines.
- 7.18.7.1.8 Accessory apartments or accessory dwelling units will be permitted in the Neighbourhood Area and Major Commercial / Mixed Use Area designations in accordance with the Town's Zoning By-law.
- 7.18.7.1.9 Reduction of parking requirements for accessory apartments or accessory dwelling units may be considered if the proposed unit is deemed to have excellent access to transit.

7.18.7.2 Affordable Housing

- 7.18.7.2.1 The Town will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time. The development shall contribute to the following targets:
 - a) That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
 - b) That 25% of all new housing units are rental tenure.
 - c) That 50% of all new housing units are in forms other than detached and semi-detached houses.
- 7.18.7.2.2 Affordable housing, including subsidized non-market housing units, is encouraged to be integrated within neighbourhoods and combined in developments that also provide market housing to provide opportunities for a range of housing tenures and prices that support diversity.

- 7.18.7.2.3 New affordable housing and purpose-built rental housing should incorporate barrier-free, universal or flex design features in both common and living areas.
- 7.18.7.2.4 To support the provision of affordable housing units, the Town will explore other potential incentives such as reduced or deferred development charges, reduced application fees, grants and loans, to encourage the development of affordable housing units. The reduction or deferral of Development Charges shall be done in consultation with the Region. The Town will also encourage the Region to consider financial incentives for affordable housing.
- 7.18.7.2.5 The Town shall support the provision of affordable housing by exploring opportunities, including, but not limited to financial incentives or offsets such as alternate development standards (parking requirements, shared amenities, etc.), and concierge services for application review.
- 7.18.7.2.6 A range of unit sizes are encouraged within apartment and multi-unit buildings, including those suitable for larger households and families.
- 7.18.7.2.7 Gentle density housing including accessory apartments or accessory dwelling units will be permitted in the Neighbourhood Area and Major Commercial / Mixed Use Area land use designations, in accordance with the Town's Zoning By-law. Applicants are encouraged, where feasible, to provide rough-ins for accessory residential units to provide it as an option for purchasers as part of pre-construction sales.
- 7.18.7.3 Neighbourhood Area**
- 7.18.7.3.1 Lands designated Neighbourhood Area on Schedule **XX** will be developed generally in accordance with Section 22.7 of the Official Plan.
- 7.18.7.3.2 Residential uses within the Neighbourhood Area designation will comprise predominantly ground-oriented housing such as detached, semi-detached, and all forms of townhouse dwellings, generally up to 3 storeys in height.
- 7.18.7.3.3 Stacked Townhouse dwellings up to 4 storeys in height is permitted within the Neighbourhood Area designation.
- 7.18.7.3.4 Apartment and Mixed-Use buildings up to 6 storeys in height is permitted within the Neighbourhood Area designation. Consideration for greater building height may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage.
- 7.18.7.4 Major Commercial / Mixed-Use Area**

- 7.18.7.4.1 Lands designated Major Commercial / Mixed-Use Area on Schedule XX will be developed generally in accordance with Section 22.8 of the Official Plan.
- 7.18.7.4.2 Residential uses within the Major Commercial / Mixed-Use Area designation will comprise predominantly apartment dwellings in mixed-use buildings.
- 7.18.7.4.3 Notwithstanding Section 22.8.2 of the Official Plan, the lands designated Major Commercial / Mixed-Use Area on north side of Mayfield Road, east of Creditview Road, to the northerly extension of Thornbush Boulevard may permit rear-lane and stacked townhouses with a minimum building height of 3 storeys, and apartment buildings with a minimum building height of 4 storeys.
- 7.18.7.4.4 Notwithstanding Section 22.8.3 of the Official Plan, consideration for greater building height may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage.

7.18.7.5 Special Policy Area 1

- 7.18.7.5.1 Lands designated Special Policy Area 1 on Schedule XX contains locational characteristics suitable for high-density residential development due to its proximity to substantial higher-order transportation infrastructure including Chinguacousy Road, the future Highway 413 interchange, and potential Highway 413 Corridor Transitway Station. Notwithstanding the height restrictions contained in Section 22.7 of the Official Plan, and in addition to the range of uses permitted in the Neighbourhood Area designation, lands designated Special Policy Area 1 shall permit apartment and mixed-use building heights up to 25 storeys. Consideration for greater building height may be given without amendment the Plan provided that matters of compatibility with adjacent land uses are addressed through the Rezoning and/or Site Plan Approval Stage.

7.18.8 COMMERCIAL

7.18.8.1 General Policies

- 7.18.8.1.1 This section establishes specific policies with respect to commercial development in the Plan Area. Commercial land uses are permitted within the following land use designations, as shown on Schedule XX to this Plan:
- a) Neighbourhood Area; and
 - b) Major Commercial / Mixed-Use Area.
- 7.18.8.1.2 Commercial development in the Plan Area will be undertaken in accordance with the Official Plan and the following specific policies. Where there is a

conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Table 7.18 will prevail.

7.18.8.2 Commercial Uses

7.18.8.2.1 Commercial Uses within the Neighbourhood Area designation will be developed generally in accordance with Section 22.7 of the Official Plan.

7.18.8.2.2 Commercial Uses within the Major Commercial / Mixed Use Area designation will be developed generally in accordance with Section 22.8 of the Official Plan.

7.18.8.2.3 The lands designated Major Commercial / Mixed-Use Area located on the north side of Mayfield Road, west of Creditview Road shall be developed for a major retail centre comprising a total net floor area of 25,000 to 30,000 square metres. The conversion of retail uses to mixed-uses in the form of mixed-use buildings may be permitted without amendment to the Plan, provided it is demonstrated that adequate retail commercial uses are available to serve the Plan Area, to the satisfaction of the Town.

7.18.8.2.4 Notwithstanding Section 22.8.2 of the Official Plan, non-residential use buildings within the Major Commercial / Mixed-Use Area designation may have a minimum building height of one storey.

7.18.9 EMPLOYMENT

7.18.9.1 General Policies

7.18.9.1.1 This section establishes specific policies with respect to development within Employment Areas in the Plan Area. Employment land uses are permitted within the following land use designations, as shown on Schedule **XX** to this Plan:

- a) Prestige Employment Area; and
- b) General Employment Area.

7.18.9.1.2 Development within Employment Areas shall be permitted in accordance with Section 23 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Table 7.18 will prevail.

7.18.9.2 Prestige Employment Area

7.18.9.2.1 Lands designated Prestige Employment Area on Schedule **XX** will be developed generally in accordance with Section 23.7 of the Official Plan.

7.18.9.3 General Employment Area

- 7.18.9.3.1 Lands designated General Employment Area on Schedule XX will be developed generally in accordance with Section 23.8 of the Official Plan.
- 7.18.9.3.2 The existing Alloo Reservoir and Pumping Station owned and operated by the Region of Peel is located within the General Employment Area designation. The Alloo Reservoir and Pumping Station represents public infrastructure and is expected to remain for the long term.
- 7.18.9.3.3 The existing Malala Yousafzai Public Elementary School operated by the Peel District School Board is located within the General Employment Area designation on lands owned by the Town of Caledon. The existing Elementary School shall continue to be permitted. Should the operation of the existing school discontinue, the lands may be used for a Town of Caledon Works Yard in addition to other uses permitted by Section 23.8 of the Official Plan.

7.18.10 NATURAL ENVIRONMENT SYSTEM

7.18.10.1 General Policies

- 7.18.10.1.1 The Natural Environment System (NES) as shown on Schedule XX, contains the natural heritage system, consisting of natural heritage features and hazards. This includes wetlands, woodlands, watercourses, stream corridors and associated environmental buffers.

This section establishes specific policies for the NES that will ensure a functional and connected natural heritage system that protects and enhances key natural heritage features and areas within the Plan Area.
- 7.18.10.1.2 The natural heritage system components in the NES that are not owned by the Town or applicable Conservation Authority will be gratuitously conveyed, free and clear of encumbrances, to the Town.
- 7.18.10.1.3 The lands within the NES will be zoned to prevent development and ensure the lands remain primarily in a natural state and be restored and enhanced, in accordance with the recommendations of the Alloo SWS.
- 7.18.10.1.4 Adjustments to the boundaries of the NES in the Plan Area may be considered subject to site-specific study and approval by the Town, Region of Peel, applicable Conservation Authority or the Province, as applicable. Such adjustments to the boundaries of the NES in the Plan Area will be permitted without requiring an amendment to this Plan.
- 7.18.10.1.5 Permitted uses and activities in the NES will be limited to fish and wildlife conservation and management; essential infrastructure including roads and municipal services crossings, natural heritage feature or area restoration and enhancement works; passive recreational facilities and uses such as

pathways or trails for walking, cycling and hiking, interpretative displays, signage and site alteration to accommodate the above uses.

- 7.18.10.1.6 Essential stormwater infrastructure and LIDs may be permitted in the NES in accordance with the Alloa Local SWS, to the satisfaction of the Town of Caledon and applicable Conservation Authority.
- 7.18.10.1.7 Pedestrian and cyclist linkages between the NES and Public Service Facilities such as schools and parks will be provided where it has been demonstrated that there are no adverse impacts to the functions of the natural heritage system. These linkages will be evaluated through appropriate Environmental Implementation / Impact studies, as appropriate, and submitted and approved through the Tertiary Plan or Draft Plan of Subdivision process, or other applicable development approval process.
- 7.18.10.1.8 The pedestrian and cyclist linkages will generally be identified in the Community Design Guidelines and minor adjustments to routes and linkages may be applied without amendment to this Plan.
- 7.18.10.1.9 Illumination of parking, parks or other adjacent facilities will be directed away from the NES.

7.18.10.2 Buffers

- 7.18.10.2.1 A minimum 10 metre buffer width will be provided from the limit of all natural heritage features and hazards.
- 7.18.10.2.2 The final buffer width and permitted uses within feature and hazard buffers, such as recreational trails, LIDs, or essential infrastructure, should be determined based on the recommendations of the Alloa SWS, or evaluated through an Addendum to the Alloa SWS or subsequent Environmental Implementation Reports for lands which were non-participating at the time the SWS was completed and/or approved, through the development approval process, if applicable.
- 7.18.10.2.3 Extensive grading within the environmental buffers will not be permitted. In areas where technical solutions have been approved by the Town and applicable Conservation Authority, minor grading may be supported. Mitigation of adverse impacts resulting from grading in the environmental buffer will be required to ensure no net loss to the function of the natural heritage system.

7.18.11 PUBLIC SERVICE FACILITIES

7.18.11.1 General Policies

- 7.18.11.1.1 This section establishes specific policies with respect to public service facilities in the Plan Area. Public services facilities including but not limited

to schools, parks, places of worship, day cares, libraries, community centres and other public recreation facilities are permitted within the following land use designations, as shown on Schedule XX to this Plan:

- a) Neighbourhood Area; and
- b) Major Commercial / Mixed-Use Area.

7.18.11.1.2 Public service facilities including schools and parks are identified symbolically on Schedule XX to this Plan. Generally, the location and number of schools and parks shown on Schedule XX may change without amendment to the Plan provided it is demonstrated through subsequent Tertiary Plans and/or Draft Plan of Subdivisions that the schools and parks ultimately proposed within the Plan Area are adequate and appropriate to serve the Plan Area, to the satisfaction of the Town and School Boards, as applicable.

7.18.11.1.3 Public service facilities located within the Neighbourhood Area designation shall be developed generally in accordance with the Neighbourhood Area development policies under Section 22.7.3 of the Official Plan and the policies of this Secondary Plan.

7.18.11.1.4 Public service facilities located within the Major Commercial / Mixed-Use Area designation shall be developed generally in accordance with the Major Commercial / Mixed-Use Area development policies under Section 22.8.3 of the Official Plan and the policies of this Secondary Plan.

7.18.11.1.5 Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan including Table 7.18 will prevail.

7.18.11.2 Schools

7.18.11.2.1 Seven (7) publicly-funded school sites are identified on Schedule XX to this Plan, as follows:

- One (1) existing Public Elementary School (Alloa Public School) located on the east side of Mississauga Road;
- Four (4) proposed Public Elementary Schools;
- One (1) proposed Catholic Elementary School; and
- One (1) proposed Public Secondary School.

7.18.11.2.2 New school sites shall have approximate site areas, as follows:

- a) Public Elementary Schools: 3.2 ha (8 acres)
- b) Catholic Elementary Schools: 2.4 ha (6 acres)
- c) Public Secondary Schools: 6.5 ha (16 acres)

- 7.18.11.2.3 New elementary school sites shall have frontage on a Collector Road with a minimum right-of-way width of 22 metres or a minimum paved roadway of 10 metres.
- 7.18.11.2.4 New secondary school sites shall have a minimum of 2 frontages on Collector and/or Arterial Roads with a minimum right-of-way width of 22 metres or a minimum paved roadway of 10 metres.
- 7.18.11.2.5 The configuration of the school sites shall be determined at the Tertiary Plan or Draft Plan of Subdivision stage to the satisfaction of the relevant School Board.
- 7.18.11.2.6 New school sites in the Plan Area are encouraged to develop in conjunction with adjacent neighbourhood parks to facilitate joint use and shared parking.
- 7.18.11.2.7 New school sites in the Plan Area shall be dual zoned to permit schools and residential land uses. Development applications for lands containing school sites shall include an alternative development concept plan demonstrating how the school block may be developed for appropriate residential uses should the school site not be required by the relevant School Board
- 7.18.11.2.8 New school sites or part thereof not required by the relevant School Board may be developed for residential uses which are compatible with existing and/or planned surrounding development in accordance with the applicable land use designation policies.

7.18.11.3 Parks

- 7.18.11.3.1 Ten (10) public parks are identified on Schedule XX to this Plan, as follows:
- Nine (9) Neighbourhood Parks; and
 - One (1) Community Park
- 7.18.11.3.2 Development of public parks in the Plan Area will be in accordance with the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.
- 7.18.11.3.3 The location of the Neighbourhood and Community Parks in the Plan Area reflect the role of parks in supporting and complementing the objectives of the Plan Area and the opportunity to explore joint use initiatives with adjacent land uses.
- 7.18.11.3.4 Further to Section 7.18.10.1.2, where changes to the location and number of parks are contemplated to reflect the differences in scale and level of detail available through the Tertiary Plan and/or Draft Plan of Subdivision stage such adjustments will be permitted without requiring an amendment to this Plan, provided:

- a) The Objectives of the Plan Area (complete, walkable community) is maintained;
 - b) The opportunity to explore joint use initiatives with adjacent land uses is maintained; and
 - c) The adjustment does not result in a significant increase or decrease in the amount of land proposed for municipal parks in the Plan Area based on legislated requirements.
- 7.18.11.3.5 Municipal park sites in the Plan Area will be designed to connect to, enhance and work in conjunction with the Natural Environment System in the Plan Area as a compatible adjacent land use.
- 7.18.11.3.6 The provision of privately-owned, publicly accessible spaces (POPS) will be highly encouraged within the Major Commercial / Mixed-Use Area designation. These will:
- a) Be integrated and physically/visually connected through design and location with the adjacent streets, parks and open spaces;
 - b) Contribute positively to the public open space system;
 - c) Be located and designed to promote pedestrian and bicycle movement and amenity;
 - d) Be encouraged at ground level and complement local service retail uses; and
 - e) May be considered as satisfying parkland dedication requirements for a development approval on a case-by-case basis.
- 7.18.11.3.7 In further refining the provision of parkland through the Tertiary Plan and/or Draft Plan of Subdivision process, park sites will protect and incorporate, to the greatest extent possible, localized portions of existing tableland vegetation (e.g. high-quality hedgerows and tree stands) that are not part of the Natural Environment System. The applicant of a development application will confirm the protection and incorporation of the existing tableland vegetation, as applicable, by submitting to the Town an arborist report prepared by a certified arborist as part of a development proposal.
- 7.18.11.3.8 The illumination of municipal parks, including parking areas and lighted playing fields, will be directed away from the Natural Environment System and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent possible, while providing sufficient safety lighting in the parks and trail systems throughout the Plan Area to encourage active transportation throughout the entire community.
- 7.18.11.3.9 Further to the environmental objectives of this Plan, applicants are encouraged to use green infrastructure strategies, such as Low Impact Development measures, wherever feasible. To facilitate this, the Town may

consider green infrastructure to be located within required setbacks, buffers and/or parkland provided that the Town is satisfied that the proposed green infrastructure will be deployed in a manner that protects public safety and ensures no negative impact on the intended function of the required setback, buffer and/or parkland.

7.18.11.3.10 Where infrastructure essential to stormwater management and/or green infrastructure is approved to be located within a required setback, buffer and/or parkland, the presence of such infrastructure will not constitute an encumbrance for the purposes of determining zoning compliance and/or parkland dedication pursuant to Sections 42 and 51.1 of the Planning Act, as applicable, provided that the intended function of the relevant required setback, buffer or parkland is not negatively impacted.

7.18.11.3.11 Neighbourhood Parks

7.18.11.3.11.1 Neighbourhood Parks are intended to provide active and passive recreational opportunities for residents generally within an 800 metre radius. Neighbourhood Parks will contain a mix of passive areas, small to medium scale sports facilities, playground facilities, and shaded seating areas.

7.18.11.3.11.2 Neighbourhood Parks will be subject to the following policies:

- a) Neighbourhood Parks will have a minimum area of 2.0 hectares.
- b) A minimum of 50% of the perimeter of a Neighbourhood Park will abut public roads, school, or open space use.
- c) Entry and/or access points to Neighbourhood Parks will be located conveniently and incorporate a civic design theme;

7.18.11.3.12 Community Parks

7.18.11.3.12.1 The Community Park in the Plan Area is intended to provide a central location for indoor and/or outdoor active recreation and may include other public service facilities including a community centre and library.

7.18.11.3.12.2 The Community Park will be subject to the following policies:

- a) The Community Park will have a minimum area of 5.0 hectares.
- b) A minimum of 50% of the perimeter of the Community Park will abut public roads or open space use.

- c) The Community Park will be located adjacent to a planned transit route.

7.18.12 CULTURAL HERITAGE CONSERVATION

7.18.12.1 General Policies

7.18.12.1.1 This section establishes specific policies with respect to cultural heritage conservation in the Plan Area organized around its three key components:

- a) Archaeology;
- b) Built heritage resources; and
- c) Cultural heritage landscapes.

7.18.12.1.2 Conservation of cultural heritage resources in the Plan Area will be undertaken in accordance with Section 6 of the Official Plan and the following specific policies. Where there is a conflict between the policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan will prevail.

7.18.12.2 Archaeology

7.18.12.2.1 Stage 1 and 2 Archaeological Assessment to the satisfaction of the Town, are required for all lands proposed for development in the Plan Area prior to any development approvals.

7.18.12.2.2 Subsequent Stage 3 and 4 Archaeological Assessments, where required, shall be prepared to the satisfaction of the Town as a Condition of Draft Plan Approval or prior to the approval of a Site Plan Application.

7.18.12.3 Built Heritage Resources and Cultural Heritage Landscapes

7.18.12.3.1 As shown on Schedule **XX**, there are fourteen (14) identified Built Heritage Resources and/or Cultural Heritage Landscapes within the Secondary Plan area that at the time of approval of this Secondary Plan are municipally known as:

- a) 12016 Chinguacousy Road
- b) 12306 Chinguacousy Road;
- c) 12472 Chinguacousy Road;
- d) 12540 Chinguacousy Road;
- e) 1500 Mayfield Road;

- f) 12017 Creditview Road;
- g) 12101 Creditview Road;
- h) 12240 Creditview Road;
- i) 12455 Creditview Road;
- j) 12458 Creditview road
- k) 12700 Creditview Road;
- l) 12300 Mississauga Road;
- m) 12441 Mississauga Road; and
- n) 12466 Mississauga Road.

7.18.12.3.2 A Heritage Impact Assessment (HIA), prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, is required as part of any development application for the lands that include or are adjacent to the properties identified in policy 7.18.13.3.1.

7.18.12.3.3 The following are Built Heritage Resources and/or Cultural Heritage Landscapes located adjacent to the Secondary Plan area that at the time of approval of this Secondary Plan are municipally known as:

- a) 12710 Chinguacousy Road;
- b) 12846 Chinguacousy Road;
- c) 12872 Creditview Road;
- d) 12911 Creditview Road;
- e) 12679 Mississauga Road; and
- f) 12317 Heritage Road.

7.18.12.3.4 A Heritage Impact Assessment (HIA), prepared in accordance with Official Plan policies and the Town of Caledon's terms of reference for such studies, may be required as part of any development application for the lands that are adjacent to the properties identified in policy 7.18.13.3.3 depending on the proximity of the lands subject to the development application to the heritage resource. The determination for the requirement of such study shall be determined at the time of pre-application review for the proposed development application.

7.18.12.3.5 Implementation of the recommendations, including any mitigative measures, of a Heritage Impact Assessment will occur through the approval

of development applications including draft plans of subdivision and/or site plans.

- 7.18.12.3.6 A Heritage Conservation Plan setting out the conservation, adaptive re-use and long-term maintenance requirements will be required as part of development applications where an identified built heritage resource is intended to be retained.

7.18.12.4 Integration of Cultural Heritage Resources

- 7.18.12.4.1 Where an HIA recommends preservation of a built heritage resource, it shall be integrated into new development and shall be provided with an appropriate lot size to ensure that all the heritage attributes of the property can be conserved and there is sufficient space for their adaptive re-use, including space for future additions and landscaping.

- 7.18.12.4.2 Conserving Caledon's cultural heritage resources provides a sense of place and identity for the community, contributes to environmental sustainability, and ensures that the Town's heritage and history is shared with future generations. The Town may require additional heritage conservation measures to achieve placemaking and contribute to the community's identity including, but not limited to:

- a) Acknowledgement of Indigenous presence on the land, past and present, using a variety of means including landscape design, public art, and architecture, following meaningful engagement with Indigenous communities;
- b) The installation of interpretive plaques, public art and other forms of commemoration;
- c) The integration of cultural heritage landscape features into public parkland, public roadways or other public facilities where feasible; and,
- d) Commemoration of historic persons, families, and events in the naming of buildings, streets, parks and other public places.

- 7.18.12.4.3 Cultural heritage resources determined to meet the criteria for designation set out in O. Reg. 9/06 will be designated under the *Ontario Heritage Act* for their cultural heritage value and interest.

- 7.18.12.4.4 Every effort will be made to conserve the context of cultural heritage resources including orientation of buildings and structures, viewsheds to and from cultural heritage resources, and mature vegetation and landscape features, including but not limited to specimen trees, hedgerows, remnant orchards, windbreaks, and laneways.

7.18.13 MOBILITY

7.18.13.1 General Policies

7.14.13.1.1 Mobility infrastructure in the Plan Area will be developed to connect to the existing surrounding mobility network within the Town and beyond. This includes ensuring that the development of the Plan Area and the associated mobility network are comprehensive and provide for:

- a) the extension of and connections to the transit system;
- b) cycling infrastructure;
- c) sidewalks and pedestrian path and trails; and
- d) vehicle connections.

7.18.13.2 Roads

7.18.13.2.1 Roads in the Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined in the Official Plan. Where there is a conflict between the guidelines and classifications outlined in the Official Plan and the policies of this Secondary Plan, the policies of this Secondary Plan will apply.

7.18.13.2.2 Prior to the registration of the first Plan of Subdivision in the Plan Area, the road improvements and new road construction as recommended by the Alloo Transportation Study (Month, 2024) will be completed, as necessary or as otherwise agreed to by the Town.

7.18.13.2.3 Minor adjustment to the location of the conceptual road network, as shown on Schedule XX, will be permitted without requiring an amendment to this Plan provided that the Objectives of the Plan Area are maintained and provided municipal design standards are met.

7.18.13.2.4 Traffic calming measures beyond those considered within the Alloo Transportation Study or a site-specific Transportation Impact Study, may be considered during the detailed design or Site Plan Approval stage.

7.18.13.2.5 Prior to the registration of a Plan of Subdivision, it shall be demonstrated that the plan will have a minimum of two road connections to the arterial road network either directly, or indirectly through an adjacent Plan of Subdivision. Where two road connections to the arterial road network are not possible, alternate arrangements shall be made to the satisfaction of the Town..

7.18.13.2.6 Public cul-de-sac roads are not permitted except in situations where the location of the NES and/or locations of public service facilities or infrastructure result in a cul-de-sac road as the best option.

7.18.13.3 Road Rights-of-Way

7.18.13.3.1 The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Town or Region of Peel, as applicable, to

provide the road right-of-way width, as established by the Town or Region Official Plans.

- 7.18.13.3.2 Development applications will demonstrate that sufficient lands are being provided to accommodate streetscape elements (e.g. street trees, street lighting, seating, signage), bike lanes, low impact development, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes and daylight triangles. Such additional rights-of-way requirements may be determined during the development application stage and will become part of the required rights-of-way.
- 7.18.13.3.3 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to implement the Plan are not available to the relevant development proponent. Acquisition may occur through purchase from affected landowners or expropriation, as may be required.

7.18.13.4 Public Transit

- 7.18.13.4.1 In order for public transit to be adopted as a reasonable and desirable travel option in the Plan Area, it is vital that transit service be available to as many of the residents in the Plan Area as early as possible. The Town will work with the applicable inter-regional, intra-regional and local public transit service providers to develop a system of public transit services that facilitates a phased implementation supporting the early delivery of transit.
- 7.18.13.4.2 Arterial and collector roads may accommodate transit routes and be designed to incorporate transit stops and bus bays, as applicable.
- 7.18.13.4.3 Development plans will be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants will demonstrate how a proposed development addresses:
 - a) The provision of direct pedestrian and/or cycling access to transit routes and transit stops based on the proposed local road pattern and pedestrian and/or cycling infrastructure.
 - b) The provision of transit stops predominantly within 400 metres of residents and employees.

7.18.13.5 Transportation Demand Management

- 7.18.13.5.1 Businesses and organizations in the Plan Area are encouraged to establish with the Town a Transportation Demand Management (TDM) plan and to become a member of Smart Commute Caledon.

- 7.18.13.5.2 As an incentive to encourage TDM in the Plan Area, the Town may permit reduced parking standards for developments which demonstrate through a TDM plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will also be considered where mixed use development is permitted, where there is significant density of development and good accessibility to transit.
- 7.18.13.5.3 The Town may establish specific requirements in its Zoning By-law for maximum parking standards, shared parking, bicycle parking, carpool parking and end-of-trip facilities, such as bike racks, showers and bicycle storage, to further promote modes of transportation other than the single-occupant vehicle.
- 7.18.13.5.4 A TDM plan referenced in Section 7.18.14.5.1 and prepared in connection with any Draft Plan of Subdivision will plan to achieve an active transportation modal split to enhance the capacity of the transportation system and optimize road network efficiency within the Plan Area.

7.18.13.6 Pedestrian and Cycling Network

- 7.18.13.6.1 The intent of the pedestrian and cycling network in the Plan Area is to provide a safe, attractive and convenient alternative for short trips in the Plan Area that would otherwise be made using a car.
- 7.18.13.6.2 Key objectives of the pedestrian and cycling network in the Plan Area are:
- a) To provide a comprehensive and integrated pedestrian and cycling network that establishes walkable, cycle-friendly and active neighbourhoods;
 - b) To provide safe, attractive and convenient connections between and within key destinations in the Plan Area such as municipal parks, schools, shops, recreation facilities and employment areas;
 - c) To provide continuous pedestrian and cycling connections with the existing and future networks in the Town of Caledon, City of Brampton and Region of Peel.

7.18.13.7 Recreational Trail Network

- 7.18.13.7.1 Recreational trails are shown conceptually on Schedule XX and form part of the pedestrian and cycling network.
- 7.18.13.7.2 Recreational trails may be provided within the natural heritage system and open space elements including parks, and school sites, where appropriate, as determined by the Alloo SWS or any Addendums thereto, as referenced in Section 7.18.11.2.2 and 7.18.19.3.

7.18.13.7.3 Where the recreational trail network relies on the public road right-of-way to create connections between trails, the sidewalk width will be increased along the connecting route, unless otherwise directed by the Town.

7.18.13.7.4 The recreational trail network will be designed and constructed, to the extent possible, in accordance with Town of Caledon objectives, in support of healthy community and active transportation objectives and provincial accessibility standards.

7.18.13.8 Sidewalks

7.18.13.8.1 Generally, the provision of sidewalks and all active transportation facilities in the Plan Area will be as follows:

- a) Arterial and Collector roads: Sidewalks or a combination of sidewalk and multi-use trail will be provided on both sides of the road;
- b) Local Streets: Sidewalks will be provided on one side of the street, unless otherwise directed by the Town; and,
- c) Laneways: No sidewalks will be required.

7.18.13.9 Parking

7.18.13.9.1 Where loading and parking areas are proposed within proximity to a street frontage or interface, an enhanced landscaping design may be used to mitigate the visual impact of parking on the streetscape.

7.18.13.9.2 Alternatives to the parking standards contained in the Town's comprehensive zoning by-law may be considered to promote the prioritization of active transportation in the Plan Area.

7.18.13.9.4 Permeable parking surfaces will be considered for all development in the Plan Area, where feasible.

7.18.13.10 Electric Vehicle Infrastructure

7.18.13.10.1 Electric vehicle-ready parking spaces will be provided based on the requirements set out by the Town of Caledon Green Development Standards

7.18.13.10.3 The Town may consider allocating parts of streets, such as curbside space, during various times and in various locations according to the context, for uses such as Parking spaces for car-share, bicycles, commercial cargo e-bikes and electric vehicle charging stations.

7.18.13.11 Highway 413 Corridor Protection Area

- 7.18.13.11.1 A portion of the Highway 413 Focus Analysis Area (FAA) extends into the Plan Area, as shown on Schedule XX. A holding provision shall be applied to any Zoning By-law Amendment to lands located within the FAA. The Holding provision shall only be lifted upon receiving confirmation from the MTO that the FAA no longer applies to the lands or that the zoning of such lands may proceed.
- 7.18.13.11.2 Further, prior to the servicing of lands within the FAA, the FAA shall be lifted from the identified lands or confirmation shall be received from the Ontario Ministry of Transportation that the servicing and/or development of the identified lands may proceed.

7.18.14 MUNICIPAL SERVICES, PUBLIC UTILITIES AND TELECOMMUNICATIONS

7.18.14.1 General Policies

- 7.18.14.1.1 This section establishes specific policies with respect to municipal services, public utilities and telecommunications in the Plan Area organized into the following subsections:
- a) Municipal water and wastewater services;
 - b) Stormwater management facilities; and
 - c) Public utilities and telecommunications.

7.18.14.2 Municipal Water and Wastewater Services

- 7.18.14.2.1 All new development in the Plan Area will be connected to Peel Region's water and wastewater systems. All municipal water and/or wastewater facilities will be developed in accordance with the Community-Wide Functional Servicing Report (as described in Section 7.18.19.3), and the Development Staging and Sequencing Plan (as described in Section 7.18.19.4), as applicable in each Phasing Area, to the satisfaction of the Region of Peel.
- 7.18.14.2.2 The detailed design and installation of water and/or wastewater infrastructure in the Plan Area will be undertaken in an ecologically responsible manner.
- 7.18.14.2.3 When designing and installing water and/or wastewater infrastructure in the Plan Area, the opportunity for adjacent existing un-serviced or partially serviced development to connect to the municipal system will be made available, where feasible.

7.18.14.3 Stormwater Management and Low Impact Development

- 7.18.14.3.1 Stormwater management facilities servicing the Plan Area will be developed in accordance with the Community-Wide Functional Servicing Report (FSR) established for each Phasing Area, and the Community Design Guidelines, in consultation with the applicable Conservation Authority(ies), the Town and other government agencies, as applicable.
- 7.18.14.3.2 The location of stormwater management facilities is shown conceptually on Schedule XX. The final location and configuration of these facilities will be determined through the Tertiary Plan established for each Phasing Area and/or Draft Plan of Subdivision process, supported by the Alloo Local Subwatershed Study, the applicable Community-Wide FSR and any necessary addendums, thereto.
- 7.18.14.3.3 Adjustments to the number, location and configuration of the stormwater management facilities will be permitted without requiring an amendment to this Plan.
- 7.18.14.3.4 At the detailed design stage, the submission of the following plans and reports will be required to determine the impact of stormwater management on the proposed development. All reports shall be prepared in accordance with the Alloo Local Subwatershed Study, and the applicable Community-Wide FSR:
- a) Stormwater management report and plan
 - b) Erosion and sediment control plan
 - c) Servicing plans
 - d) Grading plans
 - e) Geotechnical reports
 - f) Hydrogeologic reports; and
 - g) Other technical reports as deemed necessary.
- 7.18.14.3.5 The Stormwater Management Report and Plan identified in Section 7.18.14.3.4(a) shall apply a range of stormwater management practices including Low Impact Development techniques to ensure water quality control, baseflow management, water temperature control (where required) and the protection of ecological integrity. Consolidated linear infrastructure (CLI) ECA requirements and low impact developments ('LIDs') will be located within publicly accessible lands to ensure access for maintenance purposes, although it is recognized that lot-level stormwater management practices are endorsed in the MECP and may be credited by the Town. The Stormwater Management Report and Plan will explore and consider the feasibility of, and opportunities to, implement such Low Impact Development measures such as:
- a) Permeable hardscaping
 - b) Bioretention areas

- c) Exfiltration systems
- d) Bioswales and infiltration trenches
- e) Third pipe systems
- f) Vegetation filter strips
- g) Green roofs (multi-unit buildings)
- h) Rainwater harvesting

7.18.14.3.6 The stormwater management system should consider opportunities to be designed to adapt to climate change and have the ability to manage an increase in annual precipitation and extreme precipitation events, in accordance with Town standards and based on standard industry practices and provincial guidance.

7.18.14.3.7 The stormwater management system should consider opportunities to support the preservation, restoration and utilization of natural infrastructure for its many benefits, including reducing the urban heat island effect.

7.18.14.3.8 In considering options for stormwater management, the following policies will apply:

- a) Location of stormwater management facilities to promote gravity drainage and suitable cover over services, with a preference for at source controls and low impact development practices where feasible and compatible with planning and engineering objectives.
- b) Stormwater will be considered as a resource and not a waste product. The Town supports and strongly encourages the reuse of rainwater in the Plan Area using rainwater harvesting or other methods;
- c) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the NES;
- d) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, development lands and the NES, in accordance with the Alloa SWS, where feasible;
- e) Stormwater management facilities will be designed to the greatest extent possible, to provide community amenities including pathways or trails for walking, cycling and hiking and public open space;
- f) Minimize the number of stormwater management facilities without compromising the benefits of stormwater management and increasing operating and maintenance cost to the Town; and,
- g) Minimize the impact of maintenance costs to the Town.

- 7.18.14.3.8 Conventional stormwater management facilities will be designed in compliance with the Town's Stormwater Management Design Guidelines, Town's Consolidated Linear Infrastructure Compliance Approval and applicable provincial and applicable Conservation Authority guidelines, including the Province of Ontario Stormwater Planning and Design Manual (2003). In considering the implementation of low impact development techniques and measures in the Plan Area, reference should be made to the TRCA Low Impact Development Stormwater Management Planning and Design Guide.
- 7.18.14.3.9 Stormwater management facilities will be designed to facilitate ease of maintenance and provide a reasonable level of safety, both in terms of their stormwater management function and in relation to potential use of the pond area by members of the public. Additional safety provisions may be required in areas where an increased level of public access is anticipated.
- 7.18.14.3.10 Policies in this section that apply to permanent stormwater management facilities, will also apply to interim stormwater management facilities. Interim stormwater management facilities may be established to the satisfaction of the Town and applicable Conservation Authority, as necessary.

7.18.14.4 Public Utilities, Public Facilities and Telecommunications

- 7.18.14.4.1 Public utilities, such as hydro, gas, and telecommunications infrastructure and public facilities such as fire stations or EMS are permitted in any land use designation in the Plan Area provided they are integrated with surrounding land uses and all necessary approvals from the relevant authorities are obtained.
- 7.18.14.4.2 Public utility, public facility and telecommunications infrastructure that are proposed in the NES designation are subject to policies of the Official Plan.
- 7.18.14.4.3 Where new public utility and telecommunications infrastructure is being introduced in the Plan Area, it will be located underground and will be grouped into a single utility trench. Trunk hydro services will be encouraged to be located underground.
- 7.18.14.4.4 Prior to registration of a plan of subdivision or approval of a site plan application in the Plan Area, public utility, public facility and telecommunication providers will confirm if such services can be provided to support the proposed development and will determine appropriate locations for large utility equipment or utility cluster sites.

7.18.14.5 Intelligent Community

- 7.18.14.5.1 The Town recognizes that broadband fibre-optic cable service is essential to promote and build intelligent communities. Complementing this service is

the deployment and adoption of a high-speed, community-based internet service that is available to all residents and businesses.

- 7.18.14.5.2 Development in the Plan Area is encouraged to include fibre-optic cable running along each local road and to each building (e.g. industrial, commercial, institutional and/or residential) for residents and businesses in the Plan Area to access high-speed internet services.

7.18.15 NOISE, VIBRATION AND LIGHT IMPACTS

7.18.15.1 General Policies

- 7.18.15.1.1 New development in the Plan Area will meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, and the Town of Caledon.
- 7.18.15.1.2 Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.
- 7.18.15.1.3 Environmental noise and vibration impact assessments will be based on assumptions of ultimate air, road, and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and will follow the current prediction methods prescribed by the Ministry of the Environment, Conservation and Parks.
- 7.18.15.1.4 Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report will review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 7.18.15.1.5 Where possible, built form proposed for areas adjacent to the Highway 413 Protection Corridor, arterials roads, or other major sources of noise, should minimize the need for noise barriers or costly building measures related to mitigation, for future landowners.
- 7.18.15.1.6 The developer will implement all the measures that are recommended in the approved environmental noise and vibration impact assessments.
- 7.18.15.1.7 The use of noise fences, berms, and reverse lotting, which restrict visual and physical access to the street, is not encouraged in the Plan Area. A range of alternatives such as rear-lane dwellings, single loaded roadways

or window streets will be encouraged to minimize the use and scale of sound barriers and to ensure safe and efficient access to the street and community neighbourhoods.

- 7.18.15.1.8 Consideration may be given to noise fences for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding development.

7.18.15.2 Road Noise Policies

- 7.18.15.2.1 Development applications in the Plan Area which are likely to be adversely affected by excessive roadway noise levels will be required to complete an environmental noise and vibration impact analysis.

7.18.15.3 Stationary Noise Policies

- 7.18.15.3.1 From a noise perspective, apartment and mixed-use buildings, and non-residential developments are not expected to pose any significant constraints to the existing or future surrounding development of these areas if appropriate attenuation measures are installed around roof top mechanical units, garbage compactors and loading/unloading operations.
- 7.18.15.3.2 To the greatest extent practical, the design of apartment and mixed-use buildings, and non-residential developments in the Plan Area should incorporate measures to reduce the required attenuation and achieve attenuated sound levels compliant with adjacent residential or other sensitive land use areas as provided for in current policies and guidelines of the Ministry of the Environment, Conservation and Parks (MECP).

7.18.15.4 Light

- 7.18.15.4.1 Lighting in the Plan Area shall be designed to minimize impacts on adjacent areas, the natural environment and the visibility in the night sky and without impacting the safety and usability of the active transportation network of sidewalks, paths and trails throughout the Plan Area.
- 7.18.15.4.3 Warning clauses shall be included in any offers of purchase and sale with respect to possible impacts of light on residential areas from the Highway 413 Corridor and surrounding arterials roads.

7.18.16 GREEN DEVELOPMENT & CLIMATE RESILIENCE

7.18.16.1 Energy & Climate Change Mitigation

- 7.18.16.1.1 Climate change will be mitigated through the reduction of greenhouse gas emissions from buildings, transportation and solid waste. The use of natural gas will be discouraged in the Plan Area and efforts made to minimize its use.

- 7.18.16.1.2 As part of all development within the Plan Area, pathways to achieve net zero carbon emissions and net zero annual energy usage will be studied and implemented where feasible. This will include consideration for implementing alternative and renewable energy systems at the building scale.
- 7.18.16.1.3 Development will be encouraged to approach energy efficiency and low-carbon development in a cost-effective manner through gains in energy efficiency in built form and by using low-carbon technologies such as heat pumps and hybrid heating systems.
- 7.18.16.1.4 Within the Plan Area, a majority of the available roof area of new development will be encouraged to use high-albedo/light-coloured cool roof materials, and/or green roofs, and to be solar-ready considering space and structural requirements.
- 7.18.16.1.5 Through site planning and building design, the Town will assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. On-site energy generation capacity and energy storage systems are supported.
- 7.18.16.1.6 New development in the Plan Area will consider plans and building designs that maximize solar gain and building construction in a manner that facilitates future solar installations (i.e., solar ready) per the Town of Caledon Green Development Standard.
- 7.18.16.1.7 New development will promote energy efficient and low carbon building design for residential and non-residential buildings, by meeting or exceeding the Total Energy Use Intensity, Thermal Energy Demand Intensity, and GHG emissions targets set out by the Town of Caledon Green Development Standards.
- 7.18.16.1.8 The Town and applicant will work with Hydro One, the Independent Electricity System Operator (IESO) and non-regulated utilities to promote energy systems that can support the integration of low carbon technologies such as heat pumps, solar PV, and electrification of transportation.

7.18.16.2. Water Efficiency

- 7.18.16.2.1 New development in the Plan Area will consider the use of water fixtures that achieve 25% reduction in potable water consumption or greater over baseline fixtures.
- 7.18.16.2.2 New development in the Plan Area will consider the installation of rainwater harvesting and recirculation/reuse systems on all new residential buildings for outdoor irrigation and outdoor water use.

7.18.16.3. Climate Adaptation

- 7.18.16.3.1 New development in the Plan Area will be prepared for climate change through adaptation planning that reduces future impacts on public health, property, infrastructure and the natural environment.
- 7.18.16.3.2 The Climate Adaptation Plan identifies the strategies in support of Caledon's Risk and Vulnerability Assessment and the Resilient Caledon Community Climate Action Plan, which are to be considered at each development stage.
- 7.18.16.3.3 New development in the Plan Area will consider measures to improve climate resilience in the review of a development application in accordance with available Town standards, including the following:
- a) Avoiding development and critical infrastructure in areas known to be vulnerable to the impacts of severe weather and natural hazards, such as steep slopes and floodplains, wherever possible to minimize potential long-term impacts to assets and populations;
 - b) Reducing the urban heat island effect and providing opportunities for respite during extreme heat events, particularly for vulnerable populations that might be disproportionately impacted;
 - c) Adapting storm drainage systems where practical to manage an increase in annual precipitation and extreme precipitation events based on guidance from the Town, TRCA, province, and industry best practices;
 - d) Maintaining and enhancing natural systems that are adapted to future climate conditions such as droughts and strong winds, in accordance with Town policies;
 - e) Reducing reliance on increasingly constrained potable water resources;
 - f) Improving low-carbon energy self-reliance during emergencies and power outages, especially for public amenities and services; and
 - g) Improving the durability of homes and public infrastructure to withstand more frequent or more severe climate change stressors.

7.18.16.4 Green Development Standards

- 7.18.16.4.1 All new development will implement metrics outlined in the Town's Green Development Standards to reduce greenhouse gas emissions and adapt to extreme weather. The Town will use the development approvals process and other implementation tools, such as Site Plan Control, to ensure that all new development include sustainable design features which, among other

objectives, achieve a higher than Ontario Building Code energy performance.

7.18.17 PROVINCIAL MINIMUM DISTANCE SEPARATION

7.18.17.1 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within an MDS Setback Area, as calculated by the application of the MDS formula, the Town will be satisfied that the MDS Setback Area is no longer required.

7.18.18 REGION OF PEEL HEALTH ASSESSMENT

7.18.18.1 All development applications in the Plan Area will require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment User Guide, in consultation with the Region.

7.18.18.2 The Town will conduct Health Assessments on municipally developed, owned and operated public buildings, public squares and open space projects in the Plan Area.

7.18.19 IMPLEMENTATION

7.18.19.1 Tertiary Plans

7.18.19.1.1 Prior to or concurrent with the submission of the first Plan of Subdivision or Site Plan Application within a Phasing Area, the Applicant or Phase Area landowners shall submit a Tertiary Plan that identifies a complete road network, stormwater management facilities, parks, schools, natural environment system, and the range or other land uses applicable to the subject Phase. The Tertiary Plan shall be prepared generally in accordance with Section 21.4 of the Official Plan.

7.18.19.2 Environmental Implementation Reports (EIRs)

7.18.19.2.1 Environmental Implementation Reports (EIRs) identify the environmental goals, objectives, management and monitoring plans, and additional technical investigations for Phasing Areas within the Plan to be implemented at the site level through individual plans of subdivision and site plans.

7.18.19.2.2 The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of an EIR.

7.18.19.2.3 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare

and submit to the Town an Environmental Implementation Report (EIR) for the applicable Phasing Area to be implemented at the site level, without amendment to this Plan. Minor refinements to the details and recommendations contained in the EIR can be supported through Addendums for lands which were non-participating at the time the EIR was completed and/or approved.

- 7.18.19.2.4 The protection, restoration, enhancement, and long-term conservation of natural heritage features and areas will be determined in accordance with the recommendations of the applicable EIR.
- 7.18.19.2.5 Following approval of an EIR, a future development application may require demonstration of compliance with the EIR by way of a confirmation letter confirming compliance or through an Addendum which shall include an impact assessment and recommended mitigation plan.
- 7.18.19.2.6 Addendums to the EIR and recommended mitigation plan must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authority(ies) that the individual plans of subdivision or site plans conform with the intent of the environmental management plans and recommendations contained in the applicable EIR.

7.18.19.3 Community-Wide Functional Servicing Reports (FSRs)

- 7.18.19.3.1 Community-Wide Functional Servicing Reports (FSR) identify the servicing goals and objectives, associated targets, management strategies and additional technical investigations for the applicable Phasing Area which are to be implemented at the site level through individual plans of subdivision and site plans.
- 7.18.19.3.2 Prior to or concurrent with submission of the first plan of subdivision or site plan application in the Plan Area, the Plan Area landowners will prepare and submit to the Town a Community-Wide FSR for the applicable Phasing Area that will be prepared in consultation with the Region of Peel and the applicable Conservation Authority(ies) and be approved by the Town and Region of Peel.
- 7.18.19.3.3 Community-Wide FSRs must demonstrate to the satisfaction of the Town, the Region of Peel and applicable Conservation Authority that the individual plans of subdivision or site plans conform with the goals, objectives, targets, strategies and recommendations contained in the Scoped Servicing Study.
- 7.18.19.3.4 Community-Wide FSRs shall provide greater design detail than the Scoped Servicing Study prepared in support of the Secondary Plan and shall include the following information, if applicable:

- a) confirmation of network and routing design for water and wastewater servicing for the Plan Area and lands external to the Plan Area;
- b) consider and integrate the management recommendations of feature-based water balance, as applicable;
- c) Site grading plans;
- d) Stormwater management plan that addresses the recommendations of the Altoa Local SWS and conforms to the Town's consolidated Linear Infrastructure Environmental Compliance Approval. This section will also address such matters as water quantity, water quality, erosion control and water balance. Additionally, sustainable best management practices for erosion and siltation control will be required for all phases of development, as appropriate; and,
- e) Design of storm sewers, major system, Clean Water Pipes, and other conveyance measures.

7.18.19.4 Community-Wide Development Staging and Sequencing Plans (DSSPs)

- 7.18.19.4.1 Prior to or as part of the first draft plan of subdivision application or the first site plan applications in the plan area, a Community-Wide DSSP for the applicable Phasing Area will be approved by the Town and the Region of Peel.
- 7.18.19.4.2 The Applicant or Phase Area landowners shall prepare and update the Community-Wide DSSP for submission with plans of subdivision, to the satisfaction of the Town staff and the Region of Peel. The DSSP shall establish phases of development of the lands and shall provide for the staging of construction of public infrastructure and services in relation to phases of development, if applicable. The phasing plan shall take into account the responsibility for construction of the public infrastructure and services and shall be considered by the Municipality in enacting amendments to the Zoning By-law and in recommending plans of subdivision for approval
- 7.18.19.4.3 Community-Wide DSSPs will be prepared in a manner consistent with the planning and design vision, goals, objectives and recommendations for the Plan Area.

- 7.18.19.4.4 Community-Wide DSSPs will describe the staging and sequencing of the following components required for development to occur in the Plan Area in an orderly, timely and cost-effective manner:
- a) Infrastructure (e.g. roads and any associated intersections, water and wastewater services, stormwater management facilities and public utilities);
 - b) Arrangements for the provision of a vehicular connection and access;
 - c) Public transit service;
 - d) Community facilities (e.g. public parks, pathways and trail network);
 - e) Environmental Policy Area;
 - f) Fire Station and Emergency Services; and
 - g) Affordable Housing Site(s).
- 7.18.19.4.5 All new development within the Plan Area shall proceed based on the sequential extension of full municipal services through the Regional and Municipal capital works programs and plans of subdivision, including potential interim servicing strategies to the satisfaction of the Region of Peel
- 7.18.19.4.6 Private front-end construction of water and waste water services to accommodate development ahead of the Region's planned implementation may be considered as part of development applications in consultation with and to the satisfaction of the Region.
- 7.18.19.4.7 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities, parks and community facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the Municipality.
- 7.18.19.4.8 Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the Municipality.
- 7.18.19.4.9 Community-Wide DSSPs may recognize that certain collector / multi-modal roads and their associated transportation-related infrastructure, as

suggested in Schedule XX of this Plan, are required as necessary, as development progresses throughout the Plan Area.

- 7.18.19.4.10 Community-Wide DSSPs will specifically address the timely construction, reconstruction, or improvement of the roads as specified above and their associated intersections, subject to completion of a municipal class environmental assessment, if necessary. Minor deviations from the road network depicted on Schedule XX will be permitted without amendment to this Plan or to the Community-Wide DSSP.
- 7.18.19.4.11 Community-Wide DSSPs, including water and wastewater services infrastructure, will be prepared, in consultation with the Region of Peel, Conservation Authorities, School Boards and inter-regional, intra-regional and local transit service providers.
- 7.18.19.4.12 Community-Wide DSSPs will provide a breakdown of the anticipated range and mix of residential homes, net density and associated population yield for the Phasing Area. Minor adjustments to the number of residential homes will be permitted without the need for an amendment to the approved Community-Wide DSSP.

7.18.19.5 Plan Area Landowners' Cost Sharing Group Agreement(s) (CSA)

- 7.18.19.5.1 A Plan Area Landowners' Cost Sharing Group will be established to ensure orderly, timely and coordinated development in the Plan Area and that the costs associated with such development are fairly and equitably distributed among all landowners in the Plan Area. It is a policy of this Secondary Plan that prior to the approval of any draft plan of subdivision, applicants/landowners shall have entered into appropriate cost sharing agreements which establish the means by which the costs (including Regional costs) of developing the property are to be shared.
- 7.18.19.5.3 Prior to the draft approval, registration of any plan of subdivision or plan of condominium or final approval of any site plan application or the approval of any application under the Planning Act, the Town shall require the Plan Area landowners' Cost Sharing Group trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners' Cost Sharing Group.

7.18.19.6 Land Acquisition and Dedication

- 7.18.19.6.1 The Town or the Region of Peel may acquire and hold any lands required to implement any feature or facility in the Plan Area. This may include the acquisition of lands required to implement roads, infrastructure and/or community facilities, where the lands required to move this Plan forward are not available to the relevant development proponent. Acquisition may occur

through purchase from affected landowners or expropriation, as may be required.

- 7.18.19.6.2 The Town will require an environmental site assessment and/or a Record of Site Condition (RSC) prior to the conveyance of any lands for municipal roads, stormwater management facilities, parkland, open space and school sites to the Town, Conservation Authority or School Board. The environmental clearance will be the responsibility of the property owner and based on the appropriate level of site assessment as established by the Province.

7.18.19.7 Finance and Agreements

- 7.18.19.7.1 Prior to approval of the first plan of subdivision or site plan in the Plan Area, the Plan Area landowners will enter into any agreements deemed necessary by the Town or have made other satisfactory arrangements for the provision of funds and/or services, associated with the Fiscal Impact Study.
- 7.18.19.7.2 The Town, the Region of Peel and/or other government agency may require front-end, accelerated payment and/or other cost-sharing agreements with landowners as conditions of approval to ensure that development proceeds only in a manner that optimizes the use of transportation, municipal water and wastewater infrastructure and does not outpace their ability to finance and construct new transportation, municipal water and wastewater infrastructure required for development to occur in the Plan Area in an orderly, timely and cost effective manner.

7.18.20 Interpretation

- 7.18.20.1 Minor adjustments to land use designation boundaries and the location of streets as shown on Schedule XX may be permitted through the subdivision or site plan approval process, while accounting for such matters as the preservation of environmental features and natural hazards, stormwater management requirements, heritage resources, the provision of full urban services, detailed land use relationships and street patterns, and will not require an amendment to this Secondary Plan provided the intent of the Plan is maintained.
- 7.18.20.2 The redevelopment of existing non-conforming uses to uses that are consistent with the objectives of the Altoa Secondary Plan will be encouraged.

Appendix IV

Draft Secondary Plan Terms of Reference

Terms of Reference: Alloa Secondary Plan

Need for the Secondary Plan

All New Community and Employment Areas within the Town of Caledon's 2051 New Urban Area requires secondary planning to implement the Town Structure and to build on the direction of the Future Caledon Official Plan to guide future development. This is achieved by applying land use designations and policies to enable and support a range of appropriate urban land uses, and to protect, restore, and enhance natural features and areas, including water resource systems, and to provide parks, open spaces, and stormwater management.

The Alloa Planning Area is positioned as a logical progression for the accommodation of growth, adjacent to built-out areas within the Town of Caledon and City of Brampton. The Alloa Planning Area is surrounded by key infrastructure including full municipal services, transportation infrastructure, and transit routes which provides for an efficient and cost-effective urban expansion. The Alloa Planning Area contains both Community and Employment Areas, which accommodates a balanced delivery of housing and employment opportunities, including lands for education, recreation, parks and open space, cultural and community facilities, and affordable housing.

The establishment of the Alloa Secondary Plan presents a significant opportunity to contribute meaningfully to the provincial housing priority of building 1.5 million new residential units by December 2031, and Caledon's Housing Pledge to meet the target of 13,000 new homes by 2031.

Scope

The Alloa Secondary Plan will encompass the lands identified as "A1" on Figure F3, *Secondary Planning Areas*, of the Future Caledon Official Plan and will address the following Preliminary Community Structure elements, as depicted on Figure F2a, *Preliminary Community Structure Plan* of the Future Caledon Official Plan:

- New Community Area
- New Employment Area
- Natural Features and Areas
- Supporting Features and Areas
- Permanent and Intermittent Streams
- Potential Linkages
- Potential Enhancement Areas
- Proposed Community Parks
- Neighbourhood Centres
- Conceptual Collector Roads
- Urban Corridors
- Planned Highway 413 Transportation Corridor; and
- Planned Highway 413 and NWGTA Transmission Corridor Protection Area

Process and Timeline

The Alloa Secondary Plan will be processed as a privately initiated Official Plan Amendment Application. Tertiary planning for the first development phase will accompany the secondary planning process, as permitted by Section 21.4.1 of the Future Caledon Official Plan.

The processing timeline will adhere to the following schedule, as best as possible:

- **March 2024** - Pre-Application Review Committee (PARC) Meeting
- **July 2024** – First Application Submission / Application Circulation
- **July / August 2024** – Town and Agency review and preparation of comments.
- **September 2024** – Issuance of complete Town and Agency comments / Community Meeting
- **October 2024** – Design Charette
- **November 2024** – Statutory Public Meeting
- **December 2024** – Second Application Submission / Circulation
- **January 2025** – Town and Agency review and preparation of comments.
- **February 2025** – Issuance of revised Town and Agency comments
- **March 2025** – Meetings, as required, to address outstanding issues.
- **April 2025** – Final Submission.
- **May 2025** – Finalize Secondary Plan Text and Schedule.
- **June 2025** – Town Staff Recommendation Report / Approval

Study Requirements

As determined by way of the March 28, 2024 PARC Meeting and the final PARC Checklist as issued on May 1, 2024, the following studies will be required to support the processing of the Alloa Secondary Plan:

- Agricultural Impact Assessment
- Archaeological Assessment
- Climate Change Adaptation Plan
- Commercial Impact Study
- Community Design Guidelines, including:
 - Facility Fit Plans
- Community Energy and Emissions Reduction Plan
- Community Services and Facilities Study
- Cultural Heritage Assessment Report
- Fiscal Impact Study
- Scoped Servicing Study, including:
 - Grading and Servicing Plans
 - Stormwater Management Strategy
- Healthy Development Assessment
- Housing Assessment
- Local Subwatershed Study, including:
 - Floodplain Analysis
 - Geomorphic and Erosion Hazard Delineation
 - Geotechnical Investigation
 - Headwater Drainage Feature Assessment
 - Hydrogeological Study
 - Natural Heritage Evaluation
 - Slope Stability Assessment
 - Topographic Survey
 - Water Balance Assessment
 - Wetland Water Balance Risk Evaluation
- Planning Justification Report, including:
 - Compatibility and Mitigation Assessment
- Transportation Study

In addition to the above studies, upon submission of the application, the applicant is required to submit a satisfactory cover letter, the PARC Meeting Form, a completed Application Form, a Draft Official Plan Amendment and Schedule, and application processing fees, as required by the Town of Caledon, Region of Peel, Credit Valley Conservation Authority, and Toronto and Region Conservation Authority.

Public Participation

Public consultation and opportunities for public participation will be made available through the following undertakings:

1. Posting of a Notice of Complete Application in the Town of Caledon Newspaper(s) including general details of the proposal, materials submitted and the assigned Town Development Planner and contact information;
2. Uploading the proposed Application materials to the Town's Database for Current Development Applications on the Town of Caledon website. The posting will include all application materials submitted in support of the proposed Secondary Plan and available for public viewing and download;
3. Holding a Community Open House to provide information on the proposed Secondary Plan and to allow for the general public to provide comments and ask questions on the proposal;
4. Posting of a Public Meeting Notice in the Town of Caledon Newspaper(s), providing details of the development proposal, advising the general public of the date, time and location of the Statutory Public Meeting, inviting the submission of comments, including instructions for members of the public to make delegations to the Town's Planning Committee;
5. Circulation of a Public Meeting Notice to residents within 120 metres of the subject lands, advising area residents of the date and time of the Statutory Public Meeting, inviting the submission of comments, including instructions for area residents to make delegations;
6. Holding a Statutory Public Meeting through the Town's Planning and Development Committee to present the application and to allow for the general public to provide comments and ask questions on the proposal;
7. Sending notification of the Recommendation Report to members of the public who have expressed an interest in the application including the date, time and location of the Planning Committee Meeting held for consideration of the Report; and
8. Circulation of the Decision of Council to members of the public who have expressed an interest in the application with notification of the appeal period and instructions for filing an appeal.

Roles and Responsibilities

As a privately initiated Official Plan Amendment application, the Applicant and Town Staff will share in the responsibilities to prepare and seek Council approval of the Alloa Secondary Plan. Under this scenario, the Applicant and Town staff will have the following roles:

Applicant:

1. File a request for, and attend a Pre-Application Review Committee (PARC) Meeting;

2. Co-ordinate the preparation of required supporting plans and studies in accordance with the PARC Checklist and Alloa Secondary Plan Terms of Reference;
3. File a Complete Official Plan Amendment Application to the Town;
4. Co-ordinate and hold a Community Open House as part of the required public consultation process;
5. Prepare materials required to hold a Design Charette with Town and Agency staff;
6. Prepare and conduct a presentation of the proposed Secondary Plan to the Town's Planning Committee at a Statutory Public Meeting;
7. Co-ordinate revisions and updates to the supporting plans and studies, as necessary, to address comments received on the Application by Town and Agency staff and file complete resubmission(s) of the Application;
8. Attend meetings with Town and Agency staff, as necessary, to address outstanding comments on the Application.
9. Work jointly with Town and Agency staff to finalize the Secondary Plan Policy Document and Land Use Schedule.
10. Attend the Planning Committee Meeting to monitor Planning Committee's assessment of the Staff Recommendation Report and assist with fielding questions from Town Councillors and public, as necessary.

Town Staff:

1. Process a request for, and attend a Pre-Application Review Committee (PARC) Meeting;
2. Provide assistance to the Applicant, as necessary to facilitate preparation of the required supporting plans and studies;
3. Receive and review the Official Plan Amendment Application, and deem the application complete, upon satisfying the complete application submission requirements;
4. Circulate the Application materials to internal Town departments and external agencies for review and comment;
5. Coordinate the retention of consultants, as necessary, to undertake peer reviews of the submission materials, as required.
6. Prepare a consolidated Comment Report to the Applicant;
7. Attend the Community Open House to assist in responding to comments and questions from the public;
8. Co-ordinate the scheduling of a Design Charette session with Town staff, the Applicant, and Agency staff;
9. Co-ordinate the scheduling of a Statutory Public Meeting and issuance of Public Notice, as required by the Planning Act;
10. Circulate the resubmission materials to internal Town departments and external agencies for further review and comment;
11. Attend meetings with the Applicant, including other Town and Agency staff, as necessary, to address outstanding comments on the Application.
12. Work jointly with the Applicant to finalize the Secondary Plan Policy Document and Land Use Schedule.
13. Prepare the Staff Recommendation Report and present same, as necessary, to the Town's Planning Committee.

Landowner Group and Cost-Sharing

Due to the participation of multiple landowners, a Landowner Group (“Alloa Landowners Group”) was formally assembled on November 8, 2022 by way of a Funding Agreement among the participating owners. At the time of preparing this Terms of Reference, the participating owners represent approximately 61% of the estimated net developable area within the Alloa Planning Area.

Prior to the approval of the Secondary Plan, the Alloa Landowners Group shall establish the Plan Area Landowners’ Cost Sharing Agreement. Prior to the approval of a Draft Plan of Subdivision, registration of a Plan of Subdivision or Plan of Condominium, or final approval of any Site Plan Application or the approval of any Application under the Planning Act within the Plan Area, the Town shall require the Plan Area Landowners’ Cost Sharing Group Trustee provide the Town with confirmation, in writing, that the proponent of a development application is in good standing with the Plan Area landowners’ Cost Sharing Group. Such confirmation shall only be valid if prepared and issued by the Trustee appointed by the Landowners Group, as follows:

Alloa Landowners Group Inc.
c/o Brattys LLP
7501 Keele Street, Suite 200
Vaughan, ON L4K 1Y2
Attention: Helen Mihailidi
Tel: 905 760 2600
Email: hmihailidi@bratty.com