



MAYFIELD WEST PHASE 2 STAGE 2

PLANNING JUSTIFICATION REPORT FOR SETTLEMENT AREA EXPANSION

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FEBRUARY 10, 2020

TABLE OF CONTENTS

Executive Summary	4
1.0 Overview	6
1.1 Purpose of Report	6
1.2 Planning Context	7
1.3 Planning Opinion on Location of Settlement Area Expansion	8
1.4 Report Outline	11
1.5 Basis for the Completion of This PJR	12
2.0 MW2-S1 Planning Process	14
3.0 Technical Studies in Support of MW2 Stage 2	16
3.1 Location of Settlement Area Expansion	16
3.2 Summary of Updated Technical Studies	17
3.3 Agricultural Impact Assessment	17
3.3.1 Background	17
3.3.2 Provincial Policy	19
3.3.3 Minimum Distance Separation	26
3.3.4 Agricultural Priority.....	27
3.3.5 Agri-Food Network	27
3.3.6 Conclusions	29
3.4 Water and Wastewater Servicing Study	30
3.4.1 Background	30
3.4.2 Other Completed Servicing Studies	31
3.4.3 Conclusions	31
3.5 Cultural Heritage Survey	32
3.5.1 Background	32
3.5.2 Study Update in 2017	33
3.5.3 Policy Changes that Impact the 2017 Cultural Heritage Survey	34
3.5.4 Other Changes in the 2017 Cultural Heritage Survey	34
3.5.5 New Recommendations in the 2017 Cultural Heritage Survey	35
3.6 Transportation Impact Study	36
3.6.1 Background	36
3.6.2 2018 Paradigm Report Approach	36
3.7 Noise Impact Assessment	40
3.7.1 Background	40
3.7.2 Area of Interest Changes in the 2017 ENVIA	40
3.7.3 Recommendations.....	40
3.8 Financial Impact Assessment	40
3.8.1 Background	40
3.8.2 Updated Financial Impact Assessment.....	41
3.9 Comprehensive Environmental Impact Study and Management Plan	42
4.0 The MCR Process in Caledon	48
5.0 Provincial Planning Framework	50
5.1 The Planning Act	50
5.1.1 Purpose	50
5.1.2 Matters of Provincial Interest.....	51

5.2	Provincial Policy Statement (2014)	51
5.2.1	Context for Decision Making	51
5.2.2	Provincial Vision.....	52
5.2.3	Basis for Consideration of the PPS 2014.....	53
5.2.4	The Use of Words in the PPS 2014	53
5.2.5	The Role of Peel Region	54
5.2.6	MW2-S2 and the PPS 2014	55
5.3	Growth Plan (2019)	69
5.3.1	Background	69
5.4	Greenbelt Plan (2017)	88
5.5	Enhancements to the 2019 Draft Concept Plan	88
5.5.1	Overview.....	88
5.5.2	Potential Enhancements.....	90
6.0	Peel Planning Framework	95
6.1	Introduction	95
6.1.1	2007 Official Plan Review	95
6.1.2	ROPA 24	95
6.1.3	Current Official Plan Review	96
6.2	Regional Requirements for a Settlement Area Expansion (Pre-2019 Growth Plan)	98
6.3	Section 1.3.5 (As Per Section 7.9.2.12 m)	101
6.3.1	Environmental Imperative	101
6.3.2	Social Imperative	102
6.3.3	Economic Imperative	102
6.3.4	Cultural Imperative	103
6.4	Other Regional Policies	103
6.5	Healthy Development Assessment	104
6.6	Conclusion	105
7.0	Caledon Planning Framework	106
7.1	Introduction	106
7.2	Caledon’s Provincial Policy Conformity Exercise	106
7.3	Conclusion	112
8.0	Regional Evaluation Criteria	113
Appendix 1: Details of the MW2-S1 Planning Process		117

EXECUTIVE SUMMARY

The Mayfield West Phase 2 – Stage 1 (MW2-S1) planning process began in 2006 and was concluded with the approval of ROPA 29 in 2015. Throughout this lengthy process, multiple supporting studies were completed, many public meetings were held and many staff reports on the progress of the MW2-S1 Secondary Plan process were completed.

As set out in Schedule 3 of the June 2006 Growth Plan, Peel Region's population and employment base was forecast to reach 1,640,000 and 870,000 respectively by 2031, which later came to be known as the 2031A forecast when the Growth Plan was amended in 2013. However, it was the 2031A population forecast that provided the basis for the last expansion to the Mayfield West settlement area through ROPA 29 and OPA 222 (which became known as MW2-S1).

The Regional Land Budget (associated with ROPA 24) and the Caledon Land Budget (associated with OPA 226) established the population and employment numbers for settlement area boundary expansions in Caledon, and the maximum area that would result in the minimum Greenfield density target being met, in accordance with the 2031A forecast. As a consequence, three urban expansions in Caledon were undertaken in the Town through ROPA's 28, 29 and 30.

In this regard, these three ROPA's included an additional 609 hectares of land within the Bolton and Mayfield West settlement areas. These additional lands were planned to accommodate about 21,500 residents and about 11,000 jobs at a combined density of 53 residents and jobs per hectare.

While ROPA 24 did not contemplate the 2031B and 2041 Growth Plan forecasts, it did establish a policy framework for the consideration of settlement area expansions in

the future through a ROPA process. OPA 226 also did the same.

In addition, the ROP as amended later by ROPA 29 specifically anticipated a further expansion of the Mayfield West settlement area by stating the following:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.

On the basis of the above, the ROP anticipates that additional growth would be allocated to Mayfield West for the post-2031 time period, subject of course to the completion of a Municipal Comprehensive Review (MCR) pursuant to the Growth Plan.

In terms of the Mayfield West Phase 2 – Stage 2 (MW2-S2) lands specifically, a Framework Plan endorsed by Council in 2013 (2013 Framework Plan) clearly shows that the majority of the MW2-S2 lands were considered as part of the planning process (**Caledon Report DP-2013-092**). The 2013 Framework Plan boundary was the product of a mathematical exercise that was intended to ensure that exactly the amount of land required to meet expected population and employment growth was being planned for.

The intent at that time was to rely upon the 2013 Framework Plan to prepare and submit an application to the Region of Peel to obtain an amendment to the ROP to expand the Mayfield West settlement area boundary (which later became ROPA 29).

In October 2017 the Region of Peel released a document entitled "Peel Region 2041 Growth Allocation and Growth Management Regional Official Plan Amendment" ('Draft 2017 ROPA'), which established population and employment

forecasts for the Region and the Town in 2031 and 2041.

Contained within the Draft 2017 ROPA and in supporting documents, were forecasts by municipality and by community areas for population, households and employment. The Draft 2017 ROPA forecasted population and jobs to the MW2-S2 lands for 2031 and 2041.

The purpose of this Planning Justification Report ('PJR') is to provide background information in support of an expansion to the Mayfield West settlement area to implement the 2031 and 2041 Growth Plan population and employment forecasts, as part of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (2019 Growth Plan) conformity amendment process (Peel 2041 - Official Plan Review).

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

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

The expansion of Mayfield West will also support the establishment of a complete community, since it would facilitate the development of the necessary road and trail connections between McLaughlin Road and

Chinguacousy Road and rectify a previous planning decision that led to the establishment of an arbitrary settlement area boundary that was simply based on a mathematical exercise.

On the basis of the above, it is my opinion that the proposed expansion of the Mayfield West settlement area to include the MW2-S2 lands conforms to the 2019 Growth Plan, is consistent with the Provincial Policy Statement 2014 ('PPS') and conforms with the Region of Peel Official Plan ('ROP') and the Town of Caledon Official Plan ('OP').

1.0 OVERVIEW

1.1 PURPOSE OF REPORT

The purpose of this Planning Justification Report ('PJR') is to provide background information in support of an expansion to the Mayfield West settlement area to implement the 2031 and 2041 Growth Plan population and employment forecasts, as part of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019 Growth Plan) conformity amendment process (Peel 2041 - Official Plan Review).

The Region of Peel is currently completing its Municipal Comprehensive Review (MCR) of the Regional Official Plan. Recently, the Ministry of Municipal Affairs and Housing (MMAH) provided clarification to the Region that upper-tier municipalities could undertake their MCR in phased amendments. The proposed expansion to the Mayfield West settlement area is proposed to be one of those amendments.

To support the above discussions and the proposed expansion, this PJR reviews all applicable and in-effect Provincial, Regional and local policies (including the 2019 Growth Plan) to determine whether the settlement area expansion would be in conformity with those policies.

In this regard, and as will be demonstrated in this PJR, it is my opinion that the proposed expansion is in conformity with those policies.

All of the technical work completed in support of the settlement area expansion has also been reviewed, with much of the technical work having been updated on the basis of Regional comments prior to the writing of this PJR.

The map below identifies **in red** what lands are proposed to be added to the Mayfield West settlement area to contribute to the 2031 and 2041 Growth Plan population and employment forecast.

The lands to be added to the Mayfield West settlement area are known as the Mayfield West Phase 2 ('MW2') Stage 2 lands, which will be identified as MW2-S2 in this PJR. As noted above, the proposed settlement area expansion is located immediately adjacent to the Mayfield West Phase 2 Stage 1 lands, which will be identified as MW2-S1 in this PJR.



The land area of MW2-S2 is approximately 105 hectares, which does not include lands within the Greenbelt Plan area (which serves as the northern boundary of the MW2-S2 lands).

In terms of the other boundaries, the western boundary of MW2-S2 is Chinguacousy Road and the southern boundary is a combination of Mayfield Road and the boundary of the MW2-S1 lands. It is noted that the lands across Mayfield Road are in the City of Brampton urban area and are in the process of being developed.

Given the current boundary of the MW2-S1 lands, proposed development in MW2-S2 will occur on the other side of planned roads in

MW2-S1 and parks and schools that are planned in MW2-S1 will serve the proposed additional development in MW2-S2 and vice versa, meaning that in the end there would be no identifiable boundary between MW2-S1 and MW2-S2 when development occurs.

1.2 PLANNING CONTEXT

In October 2017 the Region of Peel released a document entitled “Peel Region 2041 Growth Allocation and Growth Management Regional Official Plan Amendment” ('Draft 2017 ROPA'), which established population and employment forecasts for the Region and the Town in 2031 and 2041.

In this regard, the table below summarizes the forecasted population and jobs for the Town of Caledon as per the Draft 2017 OPA.

Forecasts for the Town of Caledon	2031	2041
Population	116,000	160,000
Jobs	51,000	80,000

Contained within the Draft 2017 ROPA and in supporting documents, were forecasts by municipality and by community areas for population, households and employment. The table below summarizes the forecasted population and jobs for the MW2-S2 lands.

Forecasts for the MW2-S2 Lands	2031	2041
Population	5,790	1,680
Jobs	650	190

The total number of persons and jobs on the MW2-S2 lands would then be 8,310, which works out to 78.76 persons and jobs per hectare, based on a land area of 105.5 hectares. This planned density would have been in substantial conformity with the 2017 Growth Plan, which required that the minimum density target for Designated

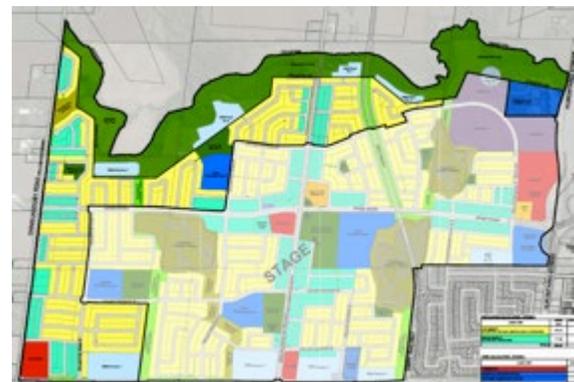
Greenfield Areas in the Region of Peel be 80 residents and jobs combined.

Throughout the process of preparing the supporting technical reports and updating existing reports and as a consequence of the coming into effect of amendments to the Growth Plan in 2019, the 2019 Draft Concept Plan prepared by the landowners (shown on next page) for the MW2-S2 lands has evolved.

The 2019 Draft Concept Plan is for demonstration purposes only and will be refined as part of the Caledon Secondary Planning process.

In this regard, the latest draft Concept Plan dated August 8, 2019 ('2019 Draft Concept Plan') anticipates that the MW2-S2 lands could accommodate 6,953 people and 549 jobs. The number of persons and jobs per hectare according to the 2019 Draft Concept Plan is therefore 7,502, which translates into 71.1 persons and jobs per hectare.

The proposed density is less than what was included within the Draft 2017 ROPA; however it would be in conformity with the 2019 Growth Plan, which now establishes a minimum density target for Designated Greenfield Areas in the Region of Peel of 50 residents and jobs combined.



While this 2019 Draft Concept Plan has no formal status, it was prepared to demonstrate how the Provincial and Regional policy framework could be implemented on the ground. It is my opinion that the 2019 Draft Concept Plan would benefit from a few minor enhancements as the process moves forward and through the Local Official Plan Amendment process and these are discussed in Section 5.5 of this PJR.

1.3 PLANNING OPINION ON LOCATION OF SETTLEMENT AREA EXPANSION

This PJR has been prepared to support the consideration of a relatively minor settlement area expansion on about 105.5 hectares of land.

In the documentation prepared in support of the Draft 2017 ROPA, it was also determined that additional settlement area expansion(s) beyond MW2-S2 would be required to accommodate growth in Peel to 2041 in the order of 550 hectares for community areas and 730 hectares for employment areas (1,280 hectares in total). As a consequence, there is no question that additional Greenfield lands in the Region are required to ensure conformity with the population and employment forecasts in the 2019 Growth Plan. It is also anticipated that these numbers would not decrease when updated to reflect the 2019 Growth Plan, which permits Greenfield areas in Peel Region to develop at lower densities than prescribed in the 2017 Growth Plan. This means that the need for a settlement area expansion has been justified.

The determination of where the additional 1,280 hectares beyond MW2-S2 should be located in Caledon (which is the only location in the Region of Peel where new Greenfield development areas can be located) will take

time, with many studies needing to be completed in support.

This is why the interim settlement area expansion proposed on the MW2-S2 lands is very attractive at this point, because all of the required studies have been completed and because it has long been planned that the Mayfield West settlement area extend to Chinguacousy Road on the west and Etobicoke Creek on the north.

It was the purpose of Regional Official Plan Amendment 29 ('ROPA 29') to establish the current boundary of Mayfield West (on the west side of Hurontario Street) that resulted in the MW2-S1 border. This current boundary was based very precisely at the time on the amount of land that could be designated to implement the 2031A Growth Plan population and employment forecast in accordance with the 2006 Growth Plan as amended.

It is for this reason that the current Mayfield West settlement area boundary in this area (which is the boundary of MW2-S1) follows straight lines through open fields, does not follow property boundaries and does not extend to logical boundaries that are established by Etobicoke Creek to the north and Chinguacousy Road to the west.

This was not always the plan. As will be demonstrated in this PJR, the MW2-S2 lands have long been planned to be part of the Mayfield West settlement area.

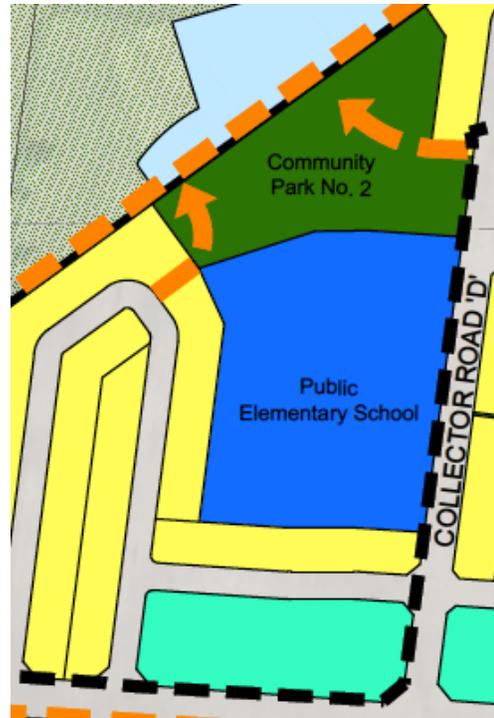
As a consequence of the above, the focus of my planning opinion is on whether the proposed location of the MW2-S2 settlement area expansion is appropriate and in conformity with Provincial and Regional policies that relate to the expansion of settlement areas.

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

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

In order to demonstrate how the MW2-S2 lands could be integrated with the MW2-S1 lands, a number of examples of how this integration could occur are discussed below (as per the 2019 Draft Concept Plan) prepared by the landowners.

In the first example below, the inclusion of the MW2-S2 lands in the settlement area will allow for the development of an **additional elementary school and community park** that, because of its location, will serve residents in both MW2-S1 and MW2-S2 (it is noted that the thick black dotted line separates MW2-S1 from MW2-S2).



The inclusion of the MW2-S2 lands in the settlement area will allow for the development **of housing on both sides of the east west Spine Road** that is proposed to intersect with Chinguacousy Road as shown in the second example below.

It is recognized that there are policies in OPA 222 that require the development of the east-west Spine Road to Chinguacousy Road when the MW2-S1 lands are developed - however, the inclusion of MW2-S2 lands will allow for development to occur on both sides of this new road to the west to Chinguacousy Road.

The development of additional housing on the Spine Road will provide additional housing choices in Mayfield West and will further support transit along this key road and allow for the comprehensive planning of the Spine Road between Chinguacousy Road and Hurontario Street.



In addition to the above, the inclusion of the MW2-S2 lands in the settlement area **will allow for development to occur on both sides of internal collector roads**, as shown on the third example below.



This will support the completion of the necessary road network much earlier and the development of fully developed streets that can be easily integrated with the remainder of the community. In addition, the creation of unfinished edges where development only occurs on one side of an internal street is avoided.

The addition of the MW2-S2 in the settlement area **will allow for the development of an additional commercial area at the northeast corner of Chinguacousy Road and Mayfield Road**, with this commercial area serving both the MW2-S1 and MW2-S2 lands as shown in the fourth example below.



It is also noted that a new commercial area is also proposed on Chinguacousy Road as per the above.

In the fifth and final example, the inclusion of the MW2-S2 lands will provide the necessary connections and opportunities for the residents of Mayfield West to access the lands within the Greenbelt Plan.

One of the ways this will be accomplished is by establishing a 50-metre wide Greenway Corridor as shown below, with this Greenway Corridor extending from MW2-S1 and through MW2-S2.



Additional connections are also proposed through the new park located adjacent to the proposed elementary school as per the drawing below and by connections to the proposed multi-use trail in the Greenbelt Plan area via the proposed stormwater management ponds.



Based on the work completed to date, it is clear that the proposed settlement area expansion area will be planned to accommodate population growth in Mayfield

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

Along with the planned new households will be other uses that provide employment such as one additional elementary school and other commercial uses. In addition to the above, the MW2-S2 area is part of a larger urban area that will contain a wide range of uses and provide for a range of activities. The expansion of Mayfield West to now include the MW2-S2 lands will allow for the creation of logical community boundaries in the form of Chinguacousy Road on the west, Etobicoke Creek on the north and Mayfield Road on the south.

In preparing my land use planning opinion, I have reviewed the extensive documentation that was made available to me in support of the settlement area expansion.

On the basis of the above, it is my opinion that the proposed expansion of the Mayfield West settlement area to include the MW2-S2 lands conforms to the 2019 Growth Plan, is consistent with the Provincial Policy Statement 2014 ('PPS') and conforms with the Region of Peel Official Plan ('ROP') and the Town of Caledon Official Plan ('OP') as it relates to the expansion of settlement areas. Further details on consistency with and conformity with Provincial policy are found in Section 5.0 of this PJR.

1.4 REPORT OUTLINE

Section 2.0 of this PJR provides a brief summary of the process followed in the development of the MW2-S1 Secondary Plan starting in 2006 and which is still ongoing.

A more comprehensive review of this process is contained in **Appendix 1**. As will be demonstrated in **Section 2.0**, the MW2-S2 lands were for the most part considered as part of the planning process beginning in 2006. However, the area of land selected at the time for inclusion in the Mayfield West settlement area was the product of a mathematical exercise that did not take into account the location of logical community boundaries.

Section 3.0 of the PJR provides an overview of the technical studies that were either updated or reviewed as it relates to MW2-S2 to ensure that a sound technical foundation exists for the expansion of the settlement area.

Section 4.0 then reviews the MCR process in the Town of Caledon and the process established by ROPA 24 that contemplated settlement area expansions through the ROPA process. It is recognized that the process established by the 2019 Growth Plan is now different; however, the ROPA as amended by ROPA 24 and the Caledon Official Plan continues to apply and many of the existing policies remain relevant.

Section 5.0 then reviews Provincial policy on settlement area expansions and provides an opinion on whether the MW2-S2 settlement area expansion conforms to those policies, as it relates to the expansion of settlement areas. A review of the 2019 Draft Concept Plan is also contained in Section 5.0.

Section 6.0 contains a review of the ROP policy framework and **Section 7.0** contains a review of the Caledon OP framework and criteria dealing with settlement area expansions. The report concludes with **Section 8.0**, which is a review of the criteria established by the Region to consider settlement area expansions in the Town of Caledon.

1.5 BASIS FOR THE COMPLETION OF THIS PJR

This PJR has been prepared for the Town of Caledon to implement the Council resolution on this matter adopted on December 20, 2016.

The Council resolution of December 20, 2016 is reproduced in its entirety below for completeness, since it also in of itself provides some context and history on the process to date:

- *Whereas the Town of Caledon Official Plan directs future growth to Bolton and MW with MW to grow faster than Bolton until they become similar in size; and,*
- *Whereas MW Phase 2 Secondary Plan General Terms of Reference was endorsed by Council on June 10, 2008 to strategically identify a location in MW for growth for the planning period from 2021 to 2031; and,*
- *Whereas a preferred scenario for the MW Phase 2 Secondary Plan was endorsed by Council on August 10, 2010 that includes lands south of the Etobicoke Creek, west of Highway 10, north of Mayfield Road, and east of Chinguacousy Road; and,*
- *Whereas the MW Phase 2 Secondary Plan has always targeted at building a compact and complete community that far exceeds the Greenfield density target set by the Province; and,*
- *Whereas the MW Phase 2 Secondary Plan was forced to split into two parts with only the east side, approximately 206 hectares of developable land, approved to proceed under ROPA 29 in order to achieve Region wide intensification and Greenfield density targets; and,*
- *Whereas the Province has since adjusted its 2031 growth forecasts with an increase of 130,000 persons and 10,000 jobs for Peel Region, and Peel Region has not made its adjustments accordingly; and,*

- *Whereas the subject land is entirely inside the area in Peel Region Official Plan (section 5.4.3.2.7 and Schedule D that is designated for future growth; and,*
- *Whereas most studies required to amend Peel Region's Official Plan for a settlement area boundary expansions have been completed through MW Phase 2 Secondary Plan on the basis of compact and complete community building; and,*
- *Whereas all required Regional servicing capacities, including road, water and sewer, have been either in place or planned to be in place in the next two years to support a complete community building in MW Phase 2; and,*
- *Now therefore be it resolved that the Region of Peel be requested to amend its Official Plan to bring the remaining area of the Town of Caledon MW Phase 2 Secondary Plan into settlement area; and,*
- *Further that staff be directed to review, validate and update, where needed, all the studies that have been completed in the area to meet the requirements of Peel Region Official Plan for a settlement area boundary expansion; and,*
- *Further that staff be directed to prepare a new Planning Justification Study Report, as well as other studies that may be deemed necessary by Peel Region Official Plan, to support the Regional Official Plan Amendment; and,*
- *Further that staff be directed to continue to work with staff from the Region of Peel and the MW Phase 2 Landowners Group to expedite the planning process*

2.0 MW2-S1 PLANNING PROCESS

The purpose of this section of the PJR is to provide a brief overview of the MW2-S1 planning process since it also involved for the most part an analysis of the MW2-S2 lands. The intent of this overview is to demonstrate that the MW2-S2 lands are a logical addition to the MW2-S1 lands.

As set out in detail in **Appendix 1**, the MW2-S1 planning process began in 2006 and was concluded with the approval of ROPA 29 in 2015. Throughout this lengthy process, multiple supporting studies were completed, many public meetings were held and many staff reports on the progress of the MW2-S1 Secondary Plan process were completed, all as detailed in **Appendix 1** to this report.

As set out in Schedule 3 of the June 2006 Growth Plan, Peel Region's population and employment base was forecast to reach 1,640,000 and 870,000 respectively by 2031, which later came to be known as the 2031A forecast when the Growth Plan was amended in 2013. However, it was the 2031A population forecast that provided the basis for the last expansion to the Mayfield West settlement area through ROPA 29 and OPA 222 (which became known as MW2-S1).

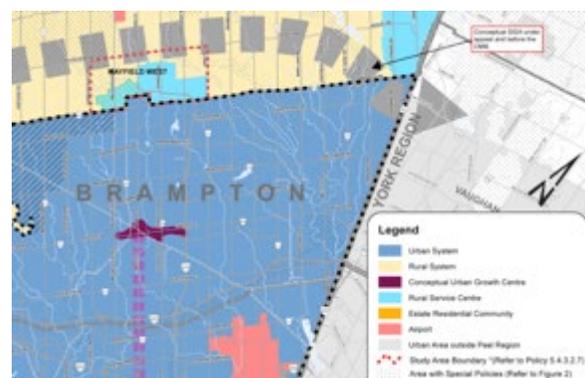
The Regional Land Budget (associated with ROPA 24) and the Caledon Land Budget (associated with OPA 226) established the population and employment numbers for settlement area boundary expansions in Caledon, and the maximum area that would result in the minimum Greenfield density target being met, in accordance with the 2031A forecast. As a consequence, three urban expansions in Caledon were undertaken in the Town through ROPA's 28, 29 and 30.

In this regard, these three ROPA's included an additional 609 hectares of land within the Bolton and Mayfield West settlement areas. These additional lands were planned to accommodate about 21,500 residents and about 11,000 jobs at a combined density of 53 residents and jobs per hectare.

While ROPA 24 did not contemplate the 2031B and 2041 Growth Plan forecasts, it did establish a policy framework for the consideration of settlement area expansions in the future through a ROPA process. OPA 226 also did the same.

In addition, the ROP as amended later by ROPA 29 specifically anticipated a further expansion of the Mayfield West settlement area by stating the following:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.



On the basis of the above, the ROP anticipates that additional growth would be allocated to Mayfield West for the post-2031 time period, subject of course to the completion of a MCR.

In terms of the MW2-S2 lands specifically, a Framework Plan endorsed by Council in 2013 (2013 Framework Plan) clearly shows that the majority of the MW2-S2 lands were considered as part of the planning process (**Caledon Report DP-2013-092**).

The intent at that time was to rely upon the 2013 Framework Plan (shown below) to prepare and submit an application to the Region of Peel to obtain an amendment to the ROP to expand the Mayfield West settlement area boundary (which later became ROPA 29).



The 2013 Framework Plan prepared at the time was based on a draft Ultimate Community Plan. This 'ultimate' plan identified the potential full build-out of the lands bounded by Highway 410/10, Mayfield Road, Chinguacousy Road and the Etobicoke Creek.

In this regard, the following was further stated in **Caledon Report DP-2013-092**:

The Ultimate Community Plan enables both Caledon and Peel to plan for the appropriate municipal infrastructure (road, water and waste water services) and community facilities (i.e. schools and parks) to support possible future growth beyond the MW2 planning considerations.

The 2013 Framework Plan identified residential lands, employment lands, commercial lands

and a transit hub. A natural heritage system was also identified.

The recommended 2013 Framework Plan involved the establishment of a spine road between Chinguacousy Road on the west and Hurontario Street on the east and the establishment of a second collector road between McLaughlin Road and Chinguacousy Road as well. Two north-south collector roads were also proposed between Chinguacousy Road and McLaughlin Road as well.

The boundary of MW2-S1 then followed in all cases either the spine road or a collector road and in one case, an enhancement corridor (B3 as shown on the 2013 Framework Plan). However, the western boundary of the 2013 Framework Plan did not follow property boundaries, nor did it extend to Chinguacousy Road to the west or Etobicoke Creek to the north.

The 2013 Framework Plan boundary was the product of a mathematical exercise that was intended to ensure that exactly the amount of land required to meet expected population and employment growth was being planned for.

In my opinion, the very precise nature of the calculations carried out to support Growth Plan implementation at the time resulted in the creation of a boundary that did not logically include all of the lands that should be planned for in Mayfield West. A more detailed description of the planning process that led to the approval of ROPA 29 and then OPA 222 is contained within **Appendix 1**.

3.0 TECHNICAL STUDIES IN SUPPORT OF MW2 STAGE 2

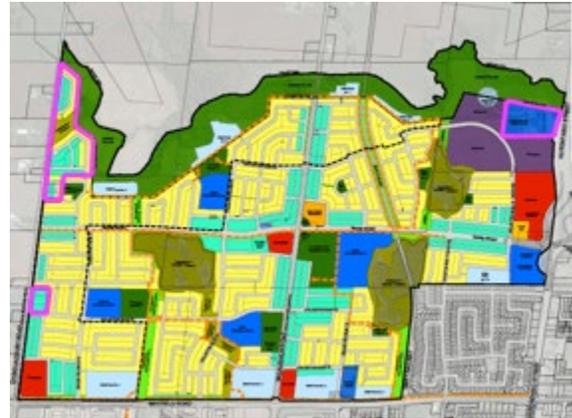
3.1 LOCATION OF SETTLEMENT AREA EXPANSION

The map below shows in red the lands that are to be added to the Mayfield West settlement area.



As noted in Section 2.0 of this PJR, the majority of the lands in MW2-S2 were included in the Ultimate Community Plan that provided the basis for the endorsed 2013 Framework Plan.

However, it is now proposed to include an additional eight properties in the settlement area expansion as shown below (with the properties outlined in pink). The black dotted line separates the MW2-S1 and MW2-S2 lands.



Seven of the eight properties front on Chinguacousy Road. Six of these properties on Chinguacousy Road are small rural residential lots, of which four are currently developed with single detached dwellings.

It is anticipated over time that these lots would be absorbed into the development area and redeveloped if they were included in the settlement area. Given their small size, and the desire to create hard community boundaries such as Chinguacousy Road, it is my opinion that they should be included.

A small tributary of Etobicoke Creek bisects the most northern property. The development potential of this northern property has been reviewed and the southern portion can be easily integrated into the fabric of the development area. The northern portion is separated from the southern portion by the tributary; however, the northern portion has enough developable land to support development.

The northern portion of the northern property is also within a revised Focused Analysis Area (FAA) of the GTA West Transportation Corridor Route Planning and Environmental Assessment Study (GTA West Study), which is currently in Stage 2 of the study process. The FAA is a zone surrounding the shortlist of route alternatives for the new highway corridor that will extend

from Highway 400 in the east across Caledon and to the south through northwest Brampton where it will connect to the Highway 401/407 interchange area.

The lands within the FAA, if included as part of the MW2-S2 expansion would be prevented from proceeding to development until the completion of the GTA West Study.

It is also my opinion that the eighth property, which is the site of the Brampton Christian School on Hurontario Street, be included as well.

Although there are no immediate plans to close the school, not including these lands in the settlement area would mean that it would be the only parcel of land south of Etobicoke Creek and between Chinguacousy Road and Hurontario Street that is not in the Mayfield West settlement area.

It is noted that the Brampton Christian School property was once considered as part of the Ultimate Community Plan but was removed for land budget reasons prior to the enactment of ROPA 29.

The total land area within the settlement area expansion is 105.5 hectares (excluding lands subject to the Greenbelt Plan). Of this amount, about 88 hectares was included within the 2013 Framework Plan developed, with the eight properties discussed above comprising approximately 17.5 hectares.

3.2 SUMMARY OF UPDATED TECHNICAL STUDIES

On December 13, 2016, Caledon Council passed a Motion that, among other things, directed staff to initiate a Regional Official Plan Amendment to expand the Mayfield West Secondary Plan boundary to include the

remainder of the lands south of Etobicoke Creek (MW2-S2).

On December 20, 2016 Council adopted all of the recommendations from the December 13, 2016 Motion. One of the specific directions to staff involved the technical studies needed to justify the settlement area expansion:

- *Further that staff be directed to review, validate and update, where needed all the studies that have been completed in the area to meet the requirements of Peel Region Official Plan for a settlement area boundary expansion.*
- *Further that staff be directed to prepare a new Planning Justification Study Report, as well as other studies that may be deemed necessary by Peel Region Official Plan, to support the Regional Official Plan Amendment.*

Subsequently, the Town contacted those consultants that had completed reports for the MW2-S1 Secondary Plan to assess and update their respective studies for the MW2-S2 lands. Below is review of each of the updated studies.

3.3 AGRICULTURAL IMPACT ASSESSMENT

3.3.1 Background

Colville Consulting was retained to complete the MW2-S1 Agricultural Impact Assessment (2008 AIA) with the purpose of preparing 'an Agricultural Impact Assessment to specifically address Policy 1.1.3.9 [of the 2005 PPS], as well as pertinent policies in the Region of Peel and in the Town of Caledon Official Plan relating to expansion of settlement boundaries'. It was also stated that the AIA was based on Caledon's Draft Agricultural Impact Assessment Guidelines (2003) that had the effect of identifying basic steps for the AIA to follow.

The Town-prepared detailed terms required that the AIA be prepared in two parts. Part A was completed in January 2010. The purpose of Part A was to describe the existing agricultural conditions within the study area. The study area for the AIA consisted of a primary and secondary study area that extended 1.5 kilometres from the boundary of the MW2-S1 and MW2-S2 lands. It is noted that the study area included both the MW2-S1 and MW2-S2 lands.

Part A of the AIA completed in 2010 identified the existing land use characteristics in the study area, provided a physical inventory of the primary study area and also provided the minimum distance separation (MDS) requirements for all livestock facilities in the primary and secondary study area. As indicated by Colville Consulting, the expectation of the AIA Part A was that the Town would use the information, in addition to other completed technical studies, to identify land use scenarios and eventually a preferred land use scenario.

Part B was completed in 2013. Part B included an assessment of three land use scenarios as well as the potential impacts on agriculture for each scenario. More specifically, Part B also addressed the consumption of agricultural resources and farm related investments, the effect of the loss of resources/investments on agricultural operations and the potential negative impacts of new non-farm development abutting the agricultural area and farm operations.

The Town of Caledon again retained Colville Consulting in 2017 to complete an AIA for the MW2-S2 Lands, which included lands along Chinguacousy Road that were not included in the MW2-S1 lands. The updated AIA does not include the MW2-S1 lands as these lands have already been brought into the urban boundary through OPA 222.

The intent of the updated AIA was to ensure that the most recent Provincial Policy framework in the 2014 PPS and the 2017 Growth Plan (which was then in effect) were assessed as it related to agricultural resources.

Colville Consulting completed an assessment of current conditions in June 2017 and a first draft of the report was prepared in July 2017. The draft report was circulated to the Region of Peel and comments were provided with those comments being included within an updated draft AIA dated January 31, 2018. These comments were addressed in a revised draft AIA dated March 26, 2018.

While the intent of the work initially was to update the previous AIA, it was decided partway that the many changes made to Provincial policy on agriculture since the last AIA was prepared necessitated the need for a standalone AIA for the MW2-S2 settlement area expansion.

On the basis of the above and in recognition of the amendments made to the Growth Plan in 2017 and 2019, the following list summarizes the AIA and related reports that have been reviewed and are discussed in this section:

- *Mayfield West Phase Two Secondary Plan Agricultural Impact Assessment Part A – January 2014 (Colville Consulting);*
- *Mayfield West Phase Two Secondary Plan Agricultural Impact Assessment Part B – January 2014 (Colville Consulting);*
- *Agricultural Assessment for Mayfield West Phase 2 Secondary Plan Update for the Mayfield West Phase 2, Stage 2 Lands (draft) – March 26, 2018 (Colville Consulting);*
- *Mayfield West Phase 2 Stage 2 Updated Agricultural Impact Assessment Report – March 2018 (Colville Consulting);*

- *Summary of Changes to March 26, 2018 AIA (Supporting Letter to AIA) – April 3, 2018 (Colville Consulting);*
- *Supplementary AIA Assessment of Mayfield West Phase 2, Stage 2 – Storm Water Management Ponds – May 8, 2019 (Colville Consulting); and,*
- *Environmental Implementation Report and Functional Servicing Report Policy Considerations (Supporting letter to AIA) – May 25, 2019 (Glen Schnarr & Associates Inc).*

3.3.2 Provincial Policy

Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014.

The 2018 AIA refers to Section 2.3 of the 2014 PPS, which deals with prime agricultural areas. In this regard, Section 2.3.5.1 is specifically referenced and it states the following:

Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.

Section 1.1.3.8 which deals with the expansion of settlement areas was also referenced in the 2018 AIA is reproduced below:

1.1.3.8 *A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:*

- a) *Sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
- b) *The infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are*

financially viable over their life cycle, and protect public health and safety and the natural environment;

- c) *In prime agricultural areas:*
 - a. *The lands do not comprise specialty crop areas;*
 - b. *Alternative locations have been evaluated, and*
 - i. *There are no reasonable alternatives which avoid prime agricultural areas; and*
 - ii. *There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- d) *The new or expanding settlement area is in compliance with the minimum distance separation formulae; and*
- e) *Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

In determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

Growth Plan

The 2018 AIA includes a section in the 2017 Growth Plan. It is noted that the 2019 Growth Plan came into effect after the 2018 AIA was completed. Where changes to policy or section numbers have been made (between the 2017 and 2019 versions of the Growth Plan), these are identified in brackets in the paragraphs below.

In this regard, reference is first made in the 2018 AIA to Section 2.2.8 of the 2017 Growth Plan (which is same section in the 2019 Growth Plan) that deals with settlement area

expansions. In this regard, Sections 2.2.8.3 h), i) and j) (now subsections f), g) and h) in the 2019 Growth Plan) specifically deal with agriculture and they are reproduced below.

2.2.8.3 Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:

- f) Prime agricultural areas should be avoided wherever possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following:***

The 2019 Growth Plan wording is below:

Prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:

- i. Expansion into specialty crop areas is prohibited;***
 - ii. Reasonable alternatives that avoid prime agricultural areas are evaluated; and***
 - iii. Where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;***
- g) The settlement area to be expanded is in compliance with the minimum distance separation formulae;***
- h) Any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and***

mitigated as determined through an agricultural impact assessment.

The 2017 Growth Plan (and the 2019 Growth Plan) section above refers to the agricultural system, which is dealt with by Section 4.2.6 of the 2017 Growth Plan (and the 2019 Growth Plan).

Section 4.2.6.1 of the 2019 Growth Plan indicates that the Province has identified an Agricultural System for the Greater Golden Horseshoe. This occurred on February 9, 2018 when the agricultural land base was released. According to Section 4.2.6.1 of the 2019 Growth Plan, Provincial mapping of the agricultural land base does not apply until it has been implemented in the Region of Peel Official Plan. This section goes on to state that until that occurs, prime agricultural areas identified in upper tier official plans that were approved and in effect as of July 1, 2017 will be considered the agricultural land base for the purposes of this Plan. Notwithstanding the above, this section also indicates that the Provincial mapping of the agricultural land base does apply immediately on lands subject to the Greenbelt Plan.

The agricultural system identified by the Province is intended to include a continuous and productive land base comprised of prime agricultural areas, including specialty crop areas and rural lands, as well as a complementary agri-food network that together enable the agri-food sector to thrive. The 2018 AIA then reviews a number of policies within Section 4.2.6 (sub-sections 3 to 7) that are relevant to this matter and these are also reproduced below.

3. Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts

on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed. (The 2019 Growth Plan adds an additional sentence at the end of section 4.2.6.3 as follows: Where appropriate, this should be based on an agricultural impact assessment).

4. *The geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network will be maintained and enhanced.*
5. *The retention of existing lots of record for agricultural uses is encouraged, and the use of these lots for non-agricultural uses is discouraged.*
6. *Integrated planning for growth management, including goods movement and transportation planning, will consider opportunities to support and enhance the Agricultural System.*
7. *Municipalities are encouraged to implement regional agri-food strategies and other approaches to sustain and enhance the Agricultural System and the long-term economic prosperity and viability of the agri-food sector, including the maintenance and improvement of the agri-food network by:*
 - a) *Providing opportunities to support access to healthy, local, and affordable food, urban and near-urban agriculture, food system planning and promoting the sustainability of agricultural, agri-food, and agri-product businesses while protecting agricultural resources and minimizing land use conflicts;*
 - b) *Protecting, enhancing, or supporting opportunities for infrastructure, services, and assets. Where negative impacts on the agri-food network are unavoidable, they will be assessed, minimized, and mitigated to the extent feasible; and*
 - c) *Establishing or consulting with agricultural advisory committees or liaison officers.*

Section 4.2.6.3 of the 2019 Growth Plan indicates that mitigation measures are required for the development of non-agricultural uses on lands that interface with agricultural uses. In this regard, the mitigation measures are to be based on an agricultural impact assessment. The 2018 AIA establishes a number of mitigation measures in Section 7.6 and these are also reproduced in this PJR at the end of Section 3.3.5. It is my opinion that the 2018 can be considered to be the required Agricultural Impact Assessment now required by the 2019 Growth Plan.

The 2018 AIA identifies a mix of agricultural and non-agricultural uses within the 2018 AIA study area, which extends 1.5 kilometres from the MW2-S2 lands. The 2018 AIA indicates that there are no active farm operations or other components of the agri-food network located within the MW2-S2 lands, however nearly all of the other lands within the 2018 AIA study area are under cultivation and in common field crop production.

The 2018 AIA provides a number of recommendations to ensure the long-term success of the agricultural land base surrounding the MW2-S2 lands and protect the agri-food network. These recommendations are reproduced below.

- *The Town of Caledon should continue to focus on protecting agricultural resources and minimizing land use conflicts while also supporting access to local food and near urban agriculture;*
- *Promote food systems through planning and policies that benefit agriculture, agri-food and agri-businesses in the area;*
- *Strive to minimize impacts on the agri-food network and supporting infrastructure and services. Where impacts are unavoidable, mitigation efforts should be undertaken to reduce impacts where feasible; and*

- ***Consult and work with agricultural operators and committees in the areas prior to undertaking new policies and initiatives.***

In addition to the above, the 2018 AIA also concludes that the proposed settlement expansion for MW2-S2 minimizes the loss of the agricultural land base and the function and economic connections to the agri-food network in the surrounding area will be maintained.

The Region of Peel is undertaking a review of the Provincial Agricultural System mapping and will be considering whether refinements to the mapping are recommended. The Region of Peel has noted that the decision to include MW2-S2 within the Mayfield West Rural Service Centre boundary will mean that the boundary of the Prime Agricultural Area on Schedule C will be modified. It is noted that the 2019 Growth Plan does not preclude the expansion of settlement areas into prime agricultural areas in any event through a Municipal Comprehensive Review.

The 2018 AIA recognized that the ROP designates the MW2-S2 lands as prime agricultural area. Similarly, the Town of Caledon Official Plan also does as well. As a result, the MW2-S2 lands were included within the Provincial Agricultural System.

It was noted in the 2018 AIA that the 2017 Growth Plan (and the 2019 Growth Plan) indicates in Section 4.2.6.9 that upper and single tier municipalities through a MCR can refine or augment Provincial mapping in a manner that is consistent with the Growth Plan and any implementation procedures issued by the Province. Such a refinement process allows for a local determination of what lands should be classified as prime agricultural land. The refinement process in of itself is different than the settlement area expansion process.

There was also reference in the 2018 AIA to OPA 222 as it relates to the MW2-S2 area. While OPA 222 deals specifically with MW2-S1, it does contain a policy in Section 7.14.4.1.7 that relates to agriculture and which applies to MW2-S1. This policy states the following:

Development in the plan area shall be consistent, to the extent feasible, with the recommendations for mitigation measures contained in the Agricultural Impact Assessment.

The 2018 AIA also references Section 7.14.20 of OPA 222 that deals specifically with a farm operation located at 12259 Chinguacousy Road and known as the 'Cook Farm'. This policy is reproduced below:

7.14.20 Provincial Minimum Distance Separation

7.14.20.1 A portion of the Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) for the dairy farm operation located at 12259 Chinguacousy Road (calculated for a Type B land use – i.e. residential, recreational and commercial) extends into the Plan Area, as identified on Figure 20 in this Plan.

7.14.20.2 The following policies apply to all development applications and approvals in the Plan Area where they are located in the Setback Area.

7.14.20.3 Lands in the Setback Area will be considered a Type A Land Use for the purpose of applying the Provincial MDS II Formula.

7.14.20.4 Prior to registration of any plan of subdivision or plan of condominium, or final approval of any site plan application for lands within the Setback Area on Figure 20 to this Plan, the Town shall be satisfied that the Setback Area is no longer

required, in accordance with Section 7.14.20.5.

7.14.20.5 *The Setback Area on Figure 20 will no longer be required when the livestock and manure storage facilities for the dairy farm operation located at 12259 Chinguacousy Road are removed or altered to no longer be capable of housing livestock or storing manure.*

The 2018 AIA notes that the farm buildings and manure storage area associated with the Cook Farm are located within the MW2-S2 lands.

As a consequence, the MDS1 formula (discussed later) applies and development cannot occur within the setback area until the livestock and manure storage facilities are removed or altered to the extent that they are no longer capable of housing livestock or storing manure. It was then noted in the 2018 AIA that the Cook Farm as of January 2018 has been largely decommissioned and is scheduled to be fully demolished at the end of January 2018. As of October 2019, Town staff confirmed that the livestock and manure storage facilities on the Cook Farm have been demolished. This means that the MDS1 setback is no longer required.

The 2018 AIA included a detailed discussion on the soils within MW2-S2 and indicated that the majority of the soils are in the Chinguacousy soil series.

The agricultural capability of the MW2-S2 lands was also reviewed with about 56% of the lands being considered as Class 1, 24% as Class 2 and 17% as Class 3 according to the Canada Land Inventory.

The 2018 AIA then reviewed the nature and location of the agri-food network in the area. In this regard, a detailed Land Use Assessment was completed with this assessment

identifying all active farm operations in the area and all other types of land uses as well.

On the basis of this review, it was determined that there were 22 agricultural related operations within the study area, with this study area extending approximately 1.5 kilometres from the boundary of the MW2-S2 lands. It is also noted that nearly all of the lands within MW2-S1 were still under cultivation and in common field crop production (which is common before urban development commences). It was also noted that there are two retired farm operations within the MW2-S2 lands, including the Cook Farm and one other retired operation (#16).

The following was indicated in the 2018 AIA with respect to agricultural investments and agricultural improvements in infrastructure in the study area:

There appears to be a net decline and loss of investments in agricultural facilities and land improvements due to the retirements of facilities and transition to cash crop production. Relatively new investments have been made relative to these cash crop operations such as the green storage facilities. Based on the historical 2004 aerial photos, these facilities are at least 14 years old.

It was also noted that there have been investments in tile drainage in the area on both sides of Chinguacousy Road. In this regard, about 15.9 hectares of the 105.5 hectares within the MW2-S2 lands are tile drained. The 2018 AIA also includes a review of lot fragmentation and land tenure in the area noting that development interests own all of the lands within the MW2-S2 area.

The Greenbelt Plan and the Proposed Stormwater Management Ponds for the MW2-S2 Lands

The 2019 Draft Concept Plan identifies 4 stormwater management facilities within the

Greenbelt Plan area. These stormwater management facilities are identified as #5, 6, 7 and 8 on the 2019 Draft Concept Plan. The 2019 Draft Concept Plan also includes a fifth stormwater management facility on the MW2-S2 lands that is located outside of the Greenbelt Plan Area along Mayfield Road, adjacent to the westerly boundary of the MW2-S1 lands. The 4 stormwater management facilities in the Greenbelt Plan area will service lands in MW2-S1 and MW2-S2 and will allow for the more efficient use of land within the Designated Greenfield Area in both MW2-S1 and MW2-S2.

The stormwater management facilities in the Greenbelt Plan are located within the Protected Countryside. Section 4.2 of the Greenbelt Plan deals with infrastructure and the following is indicated:

Infrastructure is important to economic well being, human health and quality of life in southern Ontario and the Greenbelt.

There is already extensive local and regional infrastructure within the Greenbelt to serve its settlement areas, agricultural and resource sectors and the rural economy. Existing infrastructure must be maintained and new infrastructure will be needed to continue serving existing and permitted land uses within the Greenbelt.

In addition, major infrastructure serving national, provincial and inter-regional needs traverses the Greenbelt. It is also anticipated that new and/or expanded facilities will be needed in the future to serve the substantial growth projected for the GGH. The Growth Plan provides the policy framework to guide infrastructure planning and investments to support and accommodate forecasted growth in a manner that is integrated with land use planning and environmental protection.

The above recognizes that in addition to major infrastructure serving national, provincial and inter-regional needs, it is also anticipated that

new and/or expanded facilities will be needed to serve the substantial growth projected for the GGH. Stormwater management facilities are one example of the infrastructure required to support growth.

Section 4.2.1.1 of the 2017 Greenbelt Plan establishes policies that apply to existing, expanded or new infrastructure within the Protected Countryside. This policy is reproduced below.

4.2.1.1 All existing, expanded or new infrastructure subject to and approved under the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act or the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, is permitted within the Protected Countryside, subject to the policies of this section and provided it meets one of the following two objectives:

- a. It supports agriculture, recreation and tourism, Towns/Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or***
- b. It serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure connections among urban centres and between these centres and Ontario's borders.***

Sub-section a) above does not apply in this case since the development that will rely upon the stormwater management infrastructure is not proposed in the Greenbelt Plan area. Sub-section b) does apply in this case and it indicates that infrastructure that supports significant growth beyond the Greenbelt is permitted. Development within MW2-S2 would be an example of significant growth.

Sub-section b) also indicates that such infrastructure, if located in the Greenbelt Plan area, should provide for appropriate infrastructure connections among urban centres or between these centres and Ontario's borders. In this case, the proposed stormwater management facilities would provide for appropriate connections within Mayfield West, which would be an urban centre for the purposes of the above policy.

Section 4.2.1.2 of the 2017 Greenbelt Plan includes policies relating to the location and construction of infrastructure within the Protected Countryside. It is noted that the policies require the minimizing of the amount of Greenbelt occupied by new infrastructure, avoiding key natural heritage features and avoiding prime agricultural areas.

The stormwater management facilities do not encroach into the key natural heritage or key hydrologic features, however the stormwater management facilities are proposed to be located on prime agricultural lands within the Greenbelt.

Sections 4.2.1.2 f) and g) of the 2017 Greenbelt Plan specifically addresses infrastructure and prime agricultural areas. These policies are reproduced below.

For lands falling within the Protected Countryside, the following policies shall apply:

f) New or expanding infrastructure shall avoid specialty crop areas and other prime agricultural areas in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative;

g) Where infrastructure crosses prime agricultural areas, including specialty crop areas, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken;

The 4 stormwater management facilities proposed within the Greenbelt Plan area are not within a specialty crop area, but they are within a prime agricultural area as defined by the 2019 Growth Pan. However, the 2018 AIA indicates that these lands are of lower agricultural priority.

In order to deal with this policy issue specifically, Colville Consulting prepared an assessment (2019 SWM Assessment), dated May 8, 2019, of the prime agricultural lands where the 4 stormwater management facilities are proposed to be located. The 2019 SWM Assessment is intended to build upon the findings within the 2018 AIA. The 2019 SWM Assessment focuses its review on the prime agricultural land within the 2017 Greenbelt Plan area south of the Etobicoke Creek and the prime agricultural land north of the 2017 Greenbelt Plan area to Old School Road. Below is a figure that identifies these areas.



The 2019 SWM Assessment reviews the rationale for the locations of the stormwater

management facilities and provides an assessment of agricultural resources, soils, access, investment in agriculture as well as the potential for land use conflicts.

The 2019 SWM Assessment concludes that the prime agricultural land within the 2017 Greenbelt Plan area (identified as S2G lands in the figure above) are of lower agricultural priority and will be restricted for agricultural uses and normal farming practices by the future development of the MW2-S2 lands.

The 2019 SWM Assessment also indicates that the other studies, such as the CEISMP, have demonstrated that the choice of location is reasonable and functional for both the stormwater management facilities and the associated external infrastructure that includes the Spine Road connection.

In addition to the above, the 2019 SWM Assessment indicates that there has been no significant investment in agriculture on the S2G lands and there are no active operations within this area either. The 2019 SWM Assessment further notes that the SWM ponds will be compatible with agriculture, are not anticipated to result in additional land use conflicts and will not result in increased traffic, trespassing, theft or vandalism to the MW2-S2 lands.

It is noted that the Greenbelt Plan indicates that infrastructure is permitted in the Greenbelt Plan area if there is no 'reasonable alternative'. In this case, alternatives do exist and involve the use of urban land for these facilities. While this would be technically feasible, less developable land would be available and the efficient and optimal use of land within the Designated Greenfield Area would be lessened. It is my opinion that this would not be a 'reasonable opportunity' as a consequence. It is also my opinion that opportunities to site infrastructure on

Greenbelt Plan lands to support the efficient use of Designated Greenfield Lands should always be explored and considered provided all relevant Greenbelt Plan policies can be met, which is the case with the proposed 4 stormwater management facilities in the Greenbelt Plan area.

3.3.3 Minimum Distance Separation

The Minimum Distance Separation (MDS) formulae and guidelines were updated in 2016 and came into effect on March 1, 2017. As required by both the 2014 PPS and the 2019 Growth Plan, compliance with the MDS formulae is required where settlement area expansions are proposed.

The MDS Document, Publication 853 (2016) recognizes two types of land uses. The 2018 AIA indicates that the MW2-S2 lands are considered to be Type B land uses. According to the MDS Documents, Publication 853 (2016), Type B land uses '*include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes*'.

The 2018 AIA identified four operations of concern. The 2018 AIA indicates that the Cook Farm (Farm #2) was not included in the calculations due to its scheduled destruction. As noted above in Section 3.3.2, the livestock and manure facilities have been demolished.

The four other operations were considered to be minor in the 2018 AIA '*and unlikely to significantly affect the settlement area expansion in the long-term*'. The figure below identifies the operations of concern (Farm #20, #23, #24 and #27) and the MDS setbacks from each of them as per the 2018 AIA.



The first of the four farm operations is Farm #20 that is located on the east side of McLaughlin Road to the north of the MW2-S2 lands.

As shown on the map above, the MDS 1 setback does not encroach into the MW2-S2 lands.

Farm #23 is located on the west side of Chinguacousy Road and has an MDS1 setback of 371 metres, but it does not encroach into the northern portion of the proposed settlement area expansion.

Farm #24 is located just to the south of Farm #23 also on the west side of Chinguacousy Road. The MDS1 setback for this operation is 240 metres from the barns and 259 metres from the manure storage area. Approximately 2.8 hectares of the lands within the proposed settlement area expansion are affected by the MDS 1 setback.

The last farm, which is Farm #27, is also located on the west side of Chinguacousy Road and it has an MDS1 setback of 286 metres from the barns and 304 metres from the manure storage area. The calculated MDS1 setback does not extend into the proposed settlement area expansion area.

Given the small areas of land affected, it is my opinion that the affected lands be included in the settlement area to allow for long-term planning to occur.

3.3.4 Agricultural Priority

With respect to agricultural priority, the 2018 AIA noted that the urban area boundary to the south and east of the MW2-S2 lands automatically reduces the agricultural priority of the agricultural lands along the margins of the urban area. The following was then stated:

It is clear that these adjacent urban areas have influenced the agricultural character of the study area and is likely influenced the retirement of several livestock operations. There appears to be a transition from livestock to field crop production.

3.3.5 Agri-Food Network

On the basis of Regional comments, the 2018 AIA reviewed the impacts of the proposed settlement area expansion on the agri-food network (AFN). In this regard, the 2018 AIA stated the following:

Potential impacts include the loss of prime agricultural land and agricultural investments and disruption to agricultural operations in the surrounding area as a result of encroachment of non-farm and uses.

These disruptions can result from an increase in nuisance complaints from non-farm land uses as well as an increase in non-farm traffic and trespass and vandalism. Some of the methods used to mitigate impacts acts is through the implementation of the minimum distance separation formula, identifying clear boundaries between prime agricultural areas and non-farm land uses, and ensuring that the movement of farm machinery through prime agricultural areas continue safely and unimpeded through proper design and implementation of a Regional Transportation Plan which considers the needs of the agricultural community.

With respect to impacts, the following was then indicated:

The loss of 105 hectares to the agricultural land base will occur over an extended period of time as development phases are implemented into the MW2-S2 lands. The only loss to agricultural infrastructure is the Cook Farm on the east side of Chinguacousy Road. Outside of the MW2-S2 lands, the impacts within the study area are primarily on the two grain storage facilities on the west side of Chinguacousy Road. Lands to the north and west of the grain elevators will remain in cash crop production to provide continued business for the grain elevator operations once the MW2-S2 lands are fully removed from agricultural production.

Mitigation measures were then recommended in Section 7.6 of the 2018 AIA. In this regard, a number of recommendations were provided and they are below.

- *The build out of the secondary plan area should be phased so that agricultural lands can remain in production for as long as possible before they are retired for urban uses;*
- *For farm planning purposes, farmers should be provided with a development schedule to be updated annually. Farmers will then be in a better position when assessing the economic return on investments such as the purchase of fertilizers, equipment, infrastructure, land improvements, livestock, labour, etc.;*
- *Encourage farmers immediately adjacent to urban areas to consider changing the focus of their operation from the more traditional farm practices and market their produce directly to local consumers. Establishing and promoting local farm markets within the new urban area should also be considered;*
- *Maintaining and enhancing the vegetative buffer along the northern boundary;*
- *Encourage the establishment of land uses within the agriculture system adjacent to the new settlement area that will support the agri-food industry (e.g., agricultural-related uses and on-farm diversified uses);*
- *Situate effective storm water management facilities near limits of new settlement area where possible;*
- *Consider implementing additional edge planning concepts as outlined in the Regions 2016 study “Edge Planning for Agriculture Discussion Paper” into the MW2-S2 lands to minimize potential conflicts along Chinguacousy Road.*
- *Transportation planning should consider the needs of local farmers and wherever possible restrict non-farm traffic to areas not being used by farmers. This will be particularly important for farm operations located along Chinguacousy Road and McLaughlin Road north of the Subject*
- *Lands where several farms are located just outside of the development area;*
- *The transportation plans for new development should be internalized as much as possible and access to Chinguacousy minimized to the extent possible;*
- *Speed restrictions should be considered for roads adjacent to existing farm operations to avoid potential conflicts with farm operations and activities;*
- *Signs warning of slow moving farm machinery should be erected;*
- *Ensure that access to farm fields is not restricted;*
- *Any upgrades to existing roadways used by farm machinery should include the construction of wide shoulders to allow for slow moving farm vehicles to travel safely;*
- *The transportation plan should maintain the right-of-way for farmers;*
- *Delay development of the MW2-S2 lands until development of the MW2-S1 lands is nearly complete. The MW2-S2 lands will act as a temporary buffer between urban and agricultural land uses;*

- *Establish low density land uses along Chinguacousy Road;*
- *Inform residents through public consultation/education to not trespass on agricultural lands;*
- *Consider implementing edge planning concepts (e.g., buffering) into the MW2-S2 lands to minimize potential for new residents to easily access adjacent farm lands;*
- *Where necessary consider the erecting and maintaining suitable fencing along the property limits of sensitive farm operations adjacent to the settlement area boundary;*
- *The Town of Caledon should ensure that its agricultural policies promote the right of farmers to continue normal farm practices on lands adjacent to the urban boundary;*
- *The rights of farmers to continue farming practices should be maintained and this includes the ability to change to other forms of agriculture as market conditions allow;*
- *Make residents aware that they are going to be living in close proximity to agricultural lands and the potential for nuisance as a result of normal farm practices;*
- *Promote agricultural awareness of agricultural practices and understanding through signage, educational workshops and/or other means as a way of improving the often conflicting desires between farmers and urban residents;*
- *The Town of Caledon should continue to focus on protecting agricultural resources and minimizing land use conflicts while also supporting access to local food and near urban agriculture;*
- *Promote food systems through planning and policies that benefit agriculture, agri-food and agribusinesses in the area;*
- *Strive to minimize impacts on the agri-food network and supporting infrastructure and services.*

- *Where impacts are unavoidable, mitigation efforts should be undertaken to reduce impacts where feasible; and*
- *Consult and work with agricultural operators and committees in the areas prior to undertaking new policies and initiatives.*

In my opinion, all of the above recommendations appear to be reasonable; however, many of them cannot be implemented through planning policy alone and involve multiple levels of government.

I do have a concern about the recommendation that indicates that low-density land uses be established along Chinguacousy Road. Given that Chinguacousy Road is a main north-south arterial road, it is much more preferable to locate higher density uses along this road going forward. In addition, there is potential for development of the lands on the west side of Chinguacousy Road should they be included within the Mayfield West settlement area in the future.

As a consequence, the potential exists to create a higher density corridor along Chinguacousy Road that takes advantage of the location of the north-south corridor and which may also benefit from its proximity to the proposed GTA West Transportation Corridor.

3.3.6 Conclusions

The following was concluded in the 2018 AIA:

This study along with the previous Agricultural Impact Assessment prepared for the Town of Caledon concludes that the area within the MW2-S2 lands are part of a prime agricultural area as are other lands adjacent to the existing urban area.

The AIA has demonstrated that there are no reasonable alternative locations for settlement area expansion to occur on lower capability lands. There are also no reasonable alternative locations for expansion on lower priority agricultural lands.

Several mitigation measures have been provided which will minimize potential impacts on agriculture and the proposed settlement area expansion will meet the MDS1 setback requirements with a few minor exceptions. Therefore, in my opinion, the proposed settlement area expansion of the MW2-S2 lands is consistent with the PPS Policy 1.1.3.8, the Growth Plan for the Greater Golden Horseshoe Policy 2.2.8.3, ROP Policy 2.2.10.4.3 and 2.2.10.4.4 and the Town of Caledon's agricultural policy.

Based on my review of the 2018 AIA, I am in agreement with its conclusions and recommendations, with one modification as noted previously. Further comments on alternate locations are provided in **Table 1** of this PJR.

In addition to the above, in a letter dated July 18, 2019, the Region recommended that the proposed ROPA include policies to direct the Town, in consultation with the Province and the Region, to include policies that address agricultural impacts as follows:

- *Identify, through mapping, any Provincial Minimum Distance Separation (MDS) arc calculated setbacks that extend into Mayfield West Phase 2, Stage 2;*
- *Prohibit development in the Provincial MDS arc setback area until if and when the MDS arc is removed, thus eliminating the setback area; and,*
- *Recognize that lands within the Provincial MDS arc setback area will be considered as Type A Land Use for the purpose of applying the Provincial MDS II Formula.*

These above recommendations will be included as policies within the ROPA.

3.4 WATER AND WASTEWATER SERVICING STUDY

3.4.1 Background

R.J. Burnside & Associates Limited (Burnside) was retained by the Town to conduct a Water and Wastewater Servicing Study (Servicing Study) for the MW2-S1 Secondary Plan. Burnside also peer reviewed other studies completed by the Developers Group in 2012 and 2014.

Burnside's work was divided into two parts. Part A was completed on May 26, 2009 and Part B was completed on October 8, 2010.

The purpose of Part A (2009 Servicing Study) was to 'describe the existing or planned regional water and wastewater infrastructure in or adjacent to the Study area and identify the related wastewater drainage areas and water pressure zones'. The 2009 Servicing Study results formed the foundation for Part B. It was also indicated in the report that Part A would be used in the initial preparation of land use scenarios for the MW2-S1 area.

The purpose of Part B (2010 Servicing Study) was to 'identify potential internal servicing options including potential routing alignments for both wastewater and water services. Part B also identifies potential key external regional servicing improvements that would be required to service each of the three (3) land use scenarios'.

Recognizing that other studies have been completed since the 2010 Servicing Study, Burnside prepared a memo to the Town on March 9, 2017 (2017 Burnside Memo) that summarized the servicing work completed by Burnside and other on-going engineering studies. In the 2017 Burnside Memo, Burnside also provided an opinion on whether these reports could be utilized in the expansion of

the plan into the MW2-S2 lands. These reports are discussed below.

3.4.2 Other Completed Servicing Studies

Water and Wastewater Servicing Study Report

The Municipal Infrastructure Group Ltd. (TMIG) was retained by the Developer's Group to prepare a Water and Wastewater Servicing Study Report (Developer's Servicing Study).

In January 2014, TMIG completed the Developer's Servicing Study that documented engineering evaluations that were completed following Burnside's Servicing Study. The Town retained Burnside to Peer Review the Developer's Servicing Study.

The 2017 Burnside Memo indicated that the Developer's Servicing Study was 'undertaken to address revised servicing requirements as a result of changes to the MW2 Secondary Plan through OPA 226, dated September 11, 2012 and the Planning Report DP-2013-092, dated September 3, 2013'.

According to the 2017 Burnside Memo, the Developer's Servicing Study was intended to:

- *Identify existing and planned water and wastewater infrastructure;*
- *Provide a summary of proposed water and wastewater demands;*
- *Identify proposed water and wastewater infrastructure to support the study area;*
- *Identify possible interim servicing opportunities utilizing existing water and wastewater infrastructure; and,*
- *Identify potential development phasing limits based on planned and proposed infrastructure.*

Functional Servicing Report

In May 2016, Urbantech Consulting prepared a Functional Servicing Report (2016 Urbantech

FSR) and an EIR and Transportation Study to support individual Draft Plans of Subdivision on the MW2-S1 lands. The 2017 Burnside Memo indicates that the 2016 Urbantech FSR 'provided details to support the Future Development of the Stage 2 lands and demonstrated how those lands would be integrated with the approved MW2 lands'.

According to the 2017 Burnside Memo, the Urbantech FSR was intended to address the items below:

- *Discussion on the existing drainage conditions and environmental constraints for Stage 1 and 2;*
- *Proposed grading, storm and stormwater management (SWM) design, and sanitary/water servicing; and,*
- *Proposed water and sanitary infrastructure has been designed to service MW2 lands (both Stages 1 and 2) as well as Future Developments lands beyond Stage 2.*

3.4.3 Conclusions

In a letter dated February 8, 2018 Urbantech has provided some additional comments in response to comments made by the Region. With respect to water services the following was concluded:

The FSR prepared for the MW2 lands has only investigated the required sizes of the trunk watermains along the major roads. The trunk watermain sizes shown have been confirmed to be adequate by the Region (and are consistent with the Region's Development Charge Background Study). The trunk watermains have been properly sized to account for development and increased population in Stage 2 in terms of minimum flow, fire flow, maximum daily and hourly flows and pressure. The local watermains will be sized at detailed design by individual developers as part of the subdivision applications. These water analyses will take into account the higher proposed densities within the Stage 2 lands.

The following conclusions were made with respect to wastewater:

The Region of Peel's current standard for population density of single family / semi-detached dwellings ranges from 50 to 70 people/ha. The proposed trunk sanitary sewers within MW2 have been sized to accommodate 80 people/ha within the Stage 2 lands to account for the anticipated increases in the required density. Through review of the MW2 FSR, the Region staff have confirmed the existing trunk sewer downstream of the MW2 lands can accommodate the higher density in MW2 Stage 2. However, the future external lands (between Old School Road and the Etobicoke Creek valley from Chinguacousy Road to Highway 10) have been considered in the Stage 2 sanitary sewer sizing, but will be subject to Comprehensive Municipal Planning which will determine the ultimate servicing strategy for the external lands.

Lastly, the following comments were made on stormwater management:

The FSR describes the drainage area and imperviousness contributing to each SWM facility in the MW2 planning area. The Stage 2 SWM facilities are generally situated in the Etobicoke Creek watershed and are positioned at the natural low points of the catchment areas (with the exception of Pond 1, which drains to the Fletcher's Creek system). Some portions of the Stage 2 lands drain to SWM facilities within the Stage 1 lands. These facilities will be constructed in advance of the Stage 2 planning approvals in order to facilitate full development of the Stage 1 lands.

The preliminary Stage 2 facilities have been sized in the FSR based on increased imperviousness levels (72-74%) compared to Stage 1, in anticipation of the increased population density / higher density land uses. Through the ongoing Stage 2 planning process, the pond encroachments into the Greenbelt have been confirmed by the agencies and the actual pond block sizes and imperviousness levels will be verified as part of the FSR Addendum following completion of the Stage 2 land use plan.

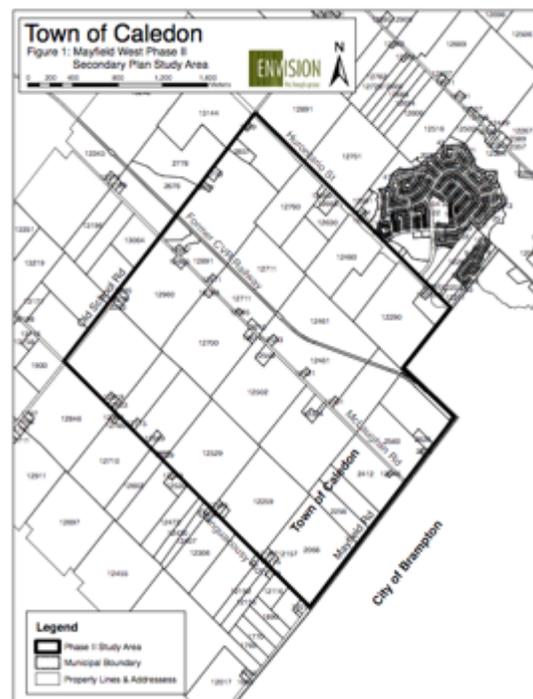
3.5 CULTURAL HERITAGE SURVEY

3.5.1 Background

The Town's General Terms of Reference for the MW2-S1 Secondary Plan divided the Cultural Heritage Survey into three component studies: Stage 1 Archaeological Assessment, a Built Heritage Resources Assessment and a Cultural Heritage Landscapes Assessment. The study area at the time included the MW2-S2 lands.

In December 2008, ASI, in collaboration with Envision, completed a Cultural Heritage Landscapes Assessment and Built Heritage Resources (2008 Cultural Heritage Survey) for the study area. The map below shows the study area from the 2008 Cultural Heritage Survey. It is noted that the archaeological assessment was completed as a separate study from the 2008 Cultural Heritage Survey:

The 2008 Cultural Heritage Study identified the study area as a Peel Plain farmscape, however



it was noted that the entire study area did not emerge as a cultural heritage landscape of significance. The 2008 Cultural Heritage Survey further identified fourteen properties and a railway that have cultural heritage resource significance. Below are the recommendations from the 2008 Cultural Heritage Survey.

- ***The Town list eight properties on the Town's Heritage Register. These properties include:***
 - ***12669 Chinguacousy Road***
 - ***12960 and 12900 McLaughlin Road***
 - ***12461 McLaughlin Road***
 - ***12711 McLaughlin Road***
 - ***12502 McLaughlin Road***
 - ***2412 Mayfield Road***
 - ***12760 Hurontario Street***
 - ***12324 McLaughlin Road and adjacent property***
- ***The Town designate six properties under Section 29, Part IV of the Ontario Heritage Act. These properties include:***
 - ***12529 Chinguacousy Road (considered a CHL)***
 - ***12259 Chinguacousy Road***
 - ***2939 Old School Road***
 - ***12290 Hurontario Street***
 - ***12700 McLaughlin Road***
 - ***12891 McLaughlin Road***
- ***The Town consider and designate the Former Credit Valley Railway as a cultural heritage landscape.***
- ***The Town prepare a Cultural Heritage Impact Statement for the Designated and Listed properties in association with any proposed development of major site or building alteration, on or adjacent to the properties.***

On August 10, 2010, through Report 2010-050, Council added all of the above-mentioned properties as listed properties in the Town of Caledon Heritage Register. According to the 2017 Cultural Heritage Survey, the former Credit Valley River Railway was added to the Town's Cultural Heritage Landscape Inventory in 2009.

3.5.2 Study Update in 2017

ASI indicated that the purpose of the 2017 Cultural Heritage Survey was to update the 2008 Cultural Heritage Survey to 'assess any changes to the condition and status of properties containing cultural heritage resources within a portion of the original Secondary Plan study area, that may have transpired since 2008'.

The 2017 Cultural Heritage Survey includes the MW2-S2 lands only.

The 2017 Cultural Heritage Survey documented four properties and the railway that were previously included in the 2008 Cultural Heritage Study. No additional properties were identified in the 2017 Cultural Heritage Survey. Below is a list of the heritage resources that were included in the 2017 Cultural Heritage Survey:

- ***12259 Chinguacousy Road (CHR1)***
- ***12529 Chinguacousy Road (CHR2)***
- ***12461 McLaughlin Road (CHR3)***
- ***12502 McLaughlin Road (CHR4)***
- ***Former Credit Valley Railway (CHR5)***

The figure below identifies these properties on a map.



3.5.3 Policy Changes that Impact the 2017 Cultural Heritage Survey

Below is a brief review of the policy changes made since the initial 2008 Cultural Heritage Survey.

Provincial Policy Statement

The 2014 PPS includes updates to heritage-related definitions that were in the previous PPS. The updated definitions were reviewed in detail in the 2017 Cultural Heritage Survey.

Growth Plan

The 2017 Cultural Heritage Survey also reviewed the policies of the 2006 Growth Plan, however it was noted that the 2019 Growth Plan is now in effect.

Some preamble text that addressed heritage-related matters was reworded and/or removed in the 2019 Growth Plan. However, the policies that speak to heritage conservation in Section 4.2.7 of the 2019 Growth Plan have not been changed from the 2006 Growth Plan.

Region of Peel Official Plan

The 2017 Cultural Heritage Survey identifies policies that recognize that address cultural heritage in Section 3.6 of the Region of Peel Official Plan. The 2017 Cultural Heritage Survey

does not identify changes to the Regional policies since the completion of the 2008 Cultural Heritage Survey.

Town of Caledon Official Plan

The 2017 Cultural Heritage Survey indicated that a number of heritage-related definitions have been updated since the 2008 Cultural Heritage Survey was completed. It was also noted that the Town’s Official Plan heritage-related definitions are different than those in the PPS and the Region of Peel Official Plan.

3.5.4 Other Changes in the 2017 Cultural Heritage Survey

Since the 2008 Cultural Heritage Survey, some changes have been made to properties on the Town’s Heritage Register. Some of these changes apply to heritage properties that are within the MW2-S2 lands. Below is a summary of these properties.

- *12259 Chinguacousy Road (CHR 1) remains on the Town’s Heritage Register as a listed property. The 2017 Cultural Heritage Survey indicates that of the remaining cultural heritage resources within the study area, this property is the most significant and intact.*
- *12529 Chinguacousy Road (CHR 2) was removed from the Town’s Heritage Register on September 29, 2015 (Report 2015-074). According to the 2017 Cultural Heritage Survey, the majority of the property’s built heritage resources were removed without Council approval in 2013. The owner subsequently complied with the Ontario Heritage Act and received Council approval to demolish the remainder of the property’s built heritage resources.*
- *12461 McLaughlin Road (CHR 3) remains on the Town’s Heritage Register as a listed property. The 2017 Cultural Heritage Survey states that this property has retained its significance, but that the removal of vegetation (which was previously identified*

as adding to its value) has impacted the property's cultural heritage value.

- *12502 McLaughlin Road (CHR 4) was removed from the Town's Heritage Register on October 18, 2016 (Report 2016-130). Council approved the removal of this property following the completion of a Heritage Impact Statement by Wayne Morgan that determined that the property did not have sufficient cultural heritage value or interest to warrant retention and conservation under the Ontario Heritage Act.*
- *Former Credit Valley River Railway (CHR 5) remains on the Town's Cultural Heritage Landscapes Inventory. It is noted that the railway is used regularly for freight traffic and continues to remain operational as part of the Credit Valley Explorer corridor (weekend public excursion train).*

3.5.5 New Recommendations in the 2017 Cultural Heritage Survey

The 2008 Cultural Heritage Survey recommended that a number of properties be listed and designated on the Town's Heritage Register. The Town subsequently added all of the properties from the 2008 Cultural Heritage Survey to the Town's Heritage Register as listed properties. The Town also identified the Former Credit Valley River Railway as a Cultural Heritage Landscape on its Cultural Heritage Landscape Inventory.

As identified above, some changes have occurred to the Town's Heritage Register that included some properties within the MW2-S2 lands. Below were the recommendations in this regard in the 2017 Cultural Heritage Survey:

1. The 2008 Scheinman Report [2008 Cultural Heritage Survey] recommends the designation of the property at 12259 Chinguacousy Road (CHR 1). The Town of Caledon should pursue designation to ensure the long-term survival of the property's cultural heritage resources;
2. Heritage Impact Statements should be prepared to determine if the proposed development will have any impacts on the property's heritage resources;
3. If a future application is made to incorporate the farmhouses at 12259 Chinguacousy Road or 12461 McLaughlin Road within a residential development, the farmhouses and significant landscape features should be conserved and a Conservation Plan should be prepared as a condition of approval of the planning application;
4. All significant heritage trees/vegetation identified within the 2008 Scheinman Report [2008 Cultural Heritage Survey] should be incorporated into the MW2 Stage 2 Secondary Plan where possible;
5. The 2008 Scheinman Report [2008 Cultural Heritage Survey] acknowledged the significance of the landscape at 12529 Chinguacousy Road. Despite the loss of the built heritage resources on site, this landscape should be considered as an asset to the area. Opportunities to preserve the landscape and potentially provide community access should be explored;
6. The condition of the cultural heritage resources in the study area should be monitored according to the Town of Caledon's Property Standards By-law (98-155) to ensure that their condition does not deteriorate; and,
7. Town staff should promote the active use of the buildings to ensure that their condition is maintained.

3.6 TRANSPORTATION IMPACT STUDY

3.6.1 Background

Paradigm Transportation Solutions Limited (Paradigm) was initially retained by the Town to conduct a Traffic Impact Study (TIS) for the MW2-S1 area. The map below shows the study area for the TIS, which includes all of the lands between Old School House Road to the north, Chinguacousy Road to the west, Mayfield Road to the south and Hurontario Street to the east.



In December 2015, Paradigm completed the MW2-S1 Secondary Plan Transportation Master Plan (2015 TMP). This Transportation Master Plan was used to support OPA 222, which is now in effect.

An addendum to the 2015 TMP was completed in November 2016. Paradigm indicated that this addendum was prepared to:

Identify potential changes to the approved MW2 Secondary Plan and discuss the implications to the approved TMP if the Town adopted the potential changes.

In June 2017, Paradigm completed a second addendum to the 2015 TMP that was intended to:

Identify the nature of the proposed land use expansion [Stage Two lands] and to assess the implications for the approved Transportation Master Plan.

The second addendum assessed the implications of additional lands on the network plan, transit plan and pedestrian and cycling plan developed in the 2015 TMP.

This second addendum was circulated to the Region of Peel and a number of comments were made, with these comments incorporated in a report prepared by Paradigm dated January 31, 2018 entitled 'Mayfield West Phase 2 Stage 2 Transportation Assessment' (2018 Paradigm Report).

On March 13, 2019, the Region signed off on the 2018 Paradigm Report through an approval letter that was provided to the Town.

3.6.2 2018 Paradigm Report Approach

The 2018 Paradigm Report was based on the Draft Concept Plan prepared for the MW2-S2 lands dated December 2017 (2017 Draft Concept Plan). It is noted that there have been changes to the Draft Concept Plan that are identified on the 2019 Draft Concept Plan. While the densities have been reduced on the 2019 Draft Concept Plan, the findings in the 2018 Paradigm Report represent a 'worst case scenario' with the higher densities from the 2017 Draft Concept Plan.

It was noted that the 2017 Draft Concept Plan planned for an increase in the average density on the MW2-S2 lands from approximately 63 persons and jobs per hectare to approximately 80 persons and jobs per hectare.

In carrying out their work, they also updated base year traffic volumes, trip generation rates, trip distribution patterns and roadway capital improvement plans. Other information such as the work completed in support of the

GTA West Study and the work completed in support of the Class Environmental Assessment for the widening of McLaughlin Road and the construction of the east-west Spine Road were also considered.

In addition, and in response to Region of Peel comments from September 2017, the 2018 Paradigm Report also included references to the ROP and considered the implications of the proposed corridor in the GTA West Study. In addition, the 2018 Paradigm Report assessed future operating conditions and potential traffic impacts to the adjacent transportation network and confirmed the future infrastructure needs required to accommodate planned development particularly for the Mayfield Road and Hurontario Street intersection.

Section 2 of the 2018 Paradigm Report dealt with future travel demand and transportation strategy. In this regard, Section 2.1.1 reviewed existing traffic estimates and indicated that through traffic volumes in the peak direction at the Hurontario and Old School Road intersection (southbound in the morning and northbound in the afternoon) were significant and approach capacity.

With respect to future background traffic estimates, it was generally estimated that there would be a 2% per annum growth rate for existing traffic volumes on all roads except Hurontario Street. For Hurontario Street, it was assumed that background traffic would increase by 1% per annum.

Section 2.2 reviewed the overall development concept for the MW2-S1 and MW2-S2 lands combined. In this regard, it was assumed for both that there would be 5,768 new dwelling units, about 64,850 square metres of commercial floor area, 1,814 employees in the business park and 2,725 students in the proposed elementary schools and about 1,500

students in the one proposed secondary school.

Section 2.3 dealt with planned and programmed roadway network improvements. In this regard, improvements to Mayfield Road as per the Mayfield Road Class EA were identified along with the improvements proposed to McLaughlin Road and Chinguacousy Road by the City of Brampton.

With respect to the GTA West Transportation Corridor, the 2018 Paradigm Report indicated that it was assumed that the transportation facility would not be in place by 2031 and that 2041 scenarios have been prepared with and without the GTA West Transportation Corridor in place.

Section 2.4 dealt with trip generation and it was indicated that the estimates of travel demand were based on observed and/or estimated trip generation rates published by the Institute of Transportation Engineers.

A number of assumptions with respect to the share of future trips that will use automobile, transit and other non-motorized travel were based on a review of the Transportation Tomorrow Survey.

In this regard, it was assumed that there would be a 5% modal split reduction for residential uses and certain of the other uses proposed in Mayfield West. In recognition of the compact nature of the proposed development in MW2-S1 and MW2-S2 and the general transit oriented nature of proposed development, it was estimated that new commercial trips generated by the proposed developments will be 65-75% of the typical trip rates for standalone suburban commercial uses.

On the basis of the above, it was assumed that there would be 6,351 inbound and outbound

trips at the AM peak hour and 7,868 inbound and outbound trips at the PM peak hour.

It was also noted that for analysis purposes, it was estimated that all planned development would occur by 2031, recognizing that some development will actually occur after 2031. It was noted in the 2018 Paradigm Report that this was a conservative approach.

Section 2.5 then identified what the estimated trip distribution would be along with its assignment (origin/destination). Section 2.7 then included an analysis of intersection capacity at key intersections within the study area.

Improvements to key intersections were then recommended with these improvements being in line with the improvements recommended by the Mayfield Road Class EA.

On the basis of the above, Section 2.7.3 discussed 2031 total traffic operations and indicated that all stop controlled intersections were expected to operate acceptably, however some operational issues were expected at the Hurontario Street and Old School intersection.

However, the following was concluded:

Overall, the Traffic Analysis illustrated that most study area intersections are expected to operate satisfactorily through the 2031 total traffic scenario with Mayfield West Phase 2 Stage 2 development. The Hurontario Street and Old School Road intersection is the only location projected to experience operational issues during both peak hours. With minor geometric improvements (eastbound left turn lane and shared through/left turn lane) and redistribution of some traffic to McLaughlin Road, the intersection is expected to operate at more acceptable levels of service.

With respect to 2041 the analysis carried out considered the development of the GTA West

Transportation Corridor and also considers a circumstance where the transportation corridor is not built. The following is then indicated with respect to the impact of the GTA West Transportation Corridor:

The tables illustrate that the GTA West Transportation corridor is not expected to materially impact operation of the study area intersections, except for Hurontario Street at the Spine Road and at Old School Road.

The most significant change occurs at the Hurontario Street and Spine Road intersection, where overall delays are expected to increase from about 108 seconds without GTA West to 153 seconds with the highway during the PM peak hour. This can be attributed to an increase in the number of trips originating from GTA West that will travel southbound on Hurontario Street through the study area.

The following additional conclusion was also made:

Overall, the traffic analysis illustrated that most study area intersections are expected to operate satisfactorily through the 2041 total traffic scenario with Mayfield West Phase 2 development, with or without the GTA West Transportation Corridor in place but more will be approaching capacity or experiencing operational issues.

Hurontario Street is the most critical corridor within the study area and is expected to be overcapacity by 2041. The intersections on Hurontario Street and Spine Road and Old School Road are projected to experience the longest delays. To address these long-term operations issues, widening of Hurontario Street from 2 to 3 lanes in each direction in this area to be further examined. It is also conceivable that travel behaviour will change over time and these operational concerns may not be as significant. Traffic conditions should continue to be monitored for change over time.

With respect to the recommended road network plan in Section 2.8.1 of the 2018 Paradigm Report, it was indicated that the already planned east-west Spine Road extending from Chinguacousy Road to Hurontario Street and the Highway 410 interchange at Valleywood Boulevard will provide direct access to and connectivity between the primary activity areas within the MW2-S1 and MW2-S2 areas with the needed capacity to support development.

It was also indicated that the Spine Road is being planned to accommodate transit service and to therefore connect with the proposed transit hub.

The Spine Road would also serve as a main pedestrian and cycling corridor, linking the village centre, public facilities and recreational destinations by way of an interconnected system of on and off street cycling and pedestrian routes.

In this regard, the report contained a Pedestrian and Cycling Plan that identified the location of bike lanes, multi-use trails and greenway trails.

A number of trail gateways were also identified as per the map below.



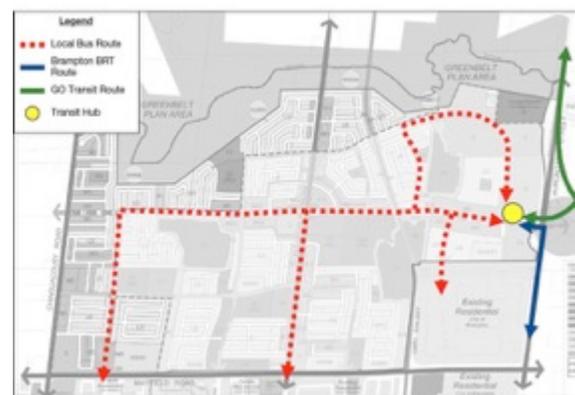
It was also recommended that Chinguacousy Road be widened to four lanes and that McLaughlin Road also be widened to four lanes as well.

The following was also stated with respect to the other planned collector roads:

Supporting the road network and designated collector roads providing connectivity between the neighbourhoods within Mayfield West Phase 2 as well as connections to the arterial roads. The collector roads will also accommodate walking, cycling and public transit services within the community. The plan identifies locations within the road network where traffic calming measures should be considered to minimize potential impacts of traffic on the community environment.

A Public Transit Plan was also included within the 2018 Paradigm Report and it indicated that local bus routes should be located on the Spine Road along with McLaughlin Road as well.

The map below shows where public transit is proposed.



In addition, it was recommended that a number of supporting transportation policies be included within the Town of Caledon Official Plan when the local Official Plan Amendment for the MW2-S2 lands is being considered.

In this regard, it was indicated that these policies should provide the basis for the preparation of a Comprehensive Parking Strategy that assists with the management of on street parking in residential areas.

In addition, these policies should also establish approaches and guidelines to travel demand management that encourage the use of sustainable modes of transportation and minimize single occupant vehicle trips.

3.7 NOISE IMPACT ASSESSMENT

3.7.1 Background

Jade Acoustics Inc. (Jade Acoustics) was retained by the Town to conduct an Environmental Noise and Vibration Impact Assessment (ENVIA) for the MW2 Secondary Plan.

Jade Acoustics' work was divided into two parts. Part A was completed on December 22, 2008. The purpose of Part A (2008 ENVIA) was *'to identify existing noise and vibration sources within, and in the vicinity of the study area and identify any possible constraints associated with the existing future noise and vibration study'*. Part A concluded that there were several sources of noise and vibration within and around the study area that required assessment and evaluation but that *'no source would severely constrain future uses'*.

Part B was completed on May 13, 2010. The purpose of Part B (2010 ENVIA) was to *'identify existing and future noise and/or vibration sources and evaluate their potential impact on the three proposed land-use options'*. Part B provided an analysis of each of the land-use scenarios and concluded that all land-use scenarios would require acoustical abatement measures in order to comply with MOE/Peel Guidelines.

On June 28, 2017, Jade Acoustics completed a draft addendum to the 2010 ENVIA (2017 ENVIA). The purpose of the 2017 ENVIA was to assess the MW2-S2 lands.

3.7.2 Area of Interest Changes in the 2017 ENVIA

The 2017 ENVIA identified three areas that will require particular attention. These included:

- *The interface of the proposed commercial and employment lands west of Hurontario Street and the proposed residential lands and the existing Brampton Christian School;*
- *The interface of the proposed high density residential and the commercial land/transit hub at the intersection of The Spine Road and Collector Road F; and,*
- *The interface of the rail spur line and the proposed residential uses to the west.*

3.7.3 Recommendations

Below are additional recommendations provided in the 2017 ENVIA.

- *All residential dwellings will require warning clauses, implemented in the appropriate agreements, advising the homeowners of the noise situation and the existence of commercial, industrial developments and agricultural uses in the vicinity of the proposed development, which at times may be audible.*
- *Noise and vibration reports should be prepared for each use to determine the specific measures that will be needed to meet the applicable guidelines.*

3.8 FINANCIAL IMPACT ASSESSMENT

3.8.1 Background

Watson and Associates Economists Ltd. (Watson) prepared the "Mayfield West Phase 2 Secondary Plan Fiscal and Economic Impact

Assessment re the Region of Peel”, dated January 20, 2014 ('2014 Study').

The 2014 Study broadly assessed the development charge (D.C.) funding impact for Regional water, wastewater and roads on both the MW2-S1 and MW2-S2 lands. The analysis focused on the imminent Regional projects that were of a localized nature and significantly attributable to both MW2-S1 and MW2-S2.

The 2014 study showed that while there would be front-end financing pressures for MW2-S1 and MW2-S2 growth-related projects at build-out of MW2-S1 lands there would be positive anticipated D.C. incremental capital cost and servicing differential revenues of \$53.7 million. Moreover, MW2-S2 lands were anticipated to contribute an additional \$62.8 million in D.C. revenue related to roads, water, and wastewater services.

Regional tax and utility rate supported impacts were also assessed as part of the 2014 Study.

The tax supported assessment showed that the anticipated annual property tax revenues associated with the build-out of MW2-S1 and MW2-S2 would exceed the anticipated increase in annual expenditures by \$2.4 million annually (\$1.7 million for MW2-S1 land and \$0.7 million for MW2-S2 lands).

The assessment also concluded that the Region’s water and wastewater rates would be sufficient to cover incremental operating and capital from current budget costs in MW2-S1 and MW2-S2.

3.8.2 Updated Financial Impact Assessment

The 2014 Study was updated in January 2018 to specifically consider the MW2-S2 lands. The updated fiscal impact assessment included a broad assessment of the development charge impacts of servicing MW2-S2 lands for water,

wastewater and road services, which account for 96.8% of the development charge. The updated assessment also considered the Region's operating budget implications for tax-supported services.

With respect to Regional roads, it was indicated that DC revenue of \$23.5 million would provide positive incremental capital **cost** and revenue differentials related to the 1/3 cost share of the identified infrastructure needs (\$14.2 million) over the build-out of MW2-S2 lands in the order of \$9.3 million. It was further indicated that the Region could use these revenue differentials to fund the remaining 2/3 cost share of the works, (\$28.3 million), the potential increase cost share for the expansion of Hurontario Street to six lanes through the 2018 budget process, or for the balance of the roads program for which MW2-S1 and MW2-S2 represent a small incremental portion of the requirement.

With respect to water services, the MW2-S2 lands are anticipated to produce approximately \$53.5 million in water D.C. revenues at build-out.

As a result, positive incremental capital cost and servicing differential revenues related to water services will be used to fund the balance of the Regions D.C. water program that provides broader service benefits to the area and Regional water system in general.

With respect to wastewater services, the development of the MW2-S2 Lands is anticipated to produce \$24.9 million in wastewater D.C. revenue at build-out. The result is an estimated positive incremental capital cost and servicing differential revenue of \$5.1 million.

The above means that collectively between water, wastewater and Regional road infrastructure requirements, there will be

positive incremental capital cost and servicing differential revenue of about \$51 million.

However, the analysis indicated that there would be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2-S2 lands.

This is typical, as the services are required to be built and paid for before build-out. It was noted however that expected revenue from MW2-S1 lands would assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2-S1 and MW2-S2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.

3.9 COMPREHENSIVE ENVIRONMENTAL IMPACT STUDY AND MANAGEMENT PLAN

The inventory and collection of background information related to the MW2-S1 Secondary Plan commenced in 2008. The scope of the inventory and evaluation included identification of all natural heritage features (woodland, PSW, drainage features, vegetation, wildlife).

The additional investigations included hydrological and hydrogeological testing and monitoring to determine and understand the water regime. Inventory of historical references to SAR and observations from the MW2-S1 and MW2-S2 areas were recorded and considered during the confirmation of natural heritage constraints to development.

Consultants representing both the Town and landowners confirmed the natural heritage features extent by completing a field staking

exercise with the TRCA, CVC and MNRF to locate woodland edges, PSW boundaries and to evaluate headwater drainage features and top-of-bank limits.

Ultimately all natural heritage features were field confirmed with the agencies and surveyed by an Ontario Land Surveyor and used as parameters for future community design.

By 2011 all natural heritage constraints were identified and associated buffers/setbacks were applied and approved by all agencies. A monitoring program to collect data related to the surface and ground water regime was undertaken per the TRCA/CVC protocol in order to confirm the requirements for a features based water balance.

In 2014 the Comprehensive Environmental Impact Study and Management Plan (CEISMP) completed by AMEC was approved by the Town and Region and included mapping depicting the natural heritage constraints (NHS), parameters to community design (performance measures) and stormwater management and servicing scenarios. Since the completion of the CEISMP was completed by AMEC, further ongoing analysis of the natural heritage features has occurred.

The work completed since the completion of the AMEC report has included further determinations of floodline mapping based upon an updated flood model (TRCA), meander belt calculation for Etobicoke Creek and a key headwater feature, stable slope analysis and erosion setback establishment.

Also, given that the AMEC data collection occurred in 2008 – 2010, updates to the regional, provincial and federal status of plant and wildlife species were completed and further review of the water budget was completed using compiled data provided since the AMEC work was completed. Recent

meetings with TRCA, CVC and MNRF have reconfirmed the acceptability of the characterization of natural heritage features and functions related to the MW2 lands. Proponents continue to liaise with MNRF regarding SAR and to date there have been no findings that would preclude development within the MW2-S2 lands. Below is a summary of the CEISMP (Part A, Part B and Part C), dated January 2020, for the MW2-S2 lands.

Hensel Design Group Inc. (now called Crozier Consulting Engineers (Crozier)) prepared an update to Part A: Existing Conditions and Characterization of the CEISMP for the MW2-S2 lands. Part A provides a summary of the natural heritage based findings to date that were used to inform the development potential and form of development and Natural Heritage System for the MW2-S2 lands.

The baseline inventory included a review of hydrogeology, existing geological and hydrogeological conditions, water balance, hydrology and hydraulics, fluvial geomorphology, surface water quality, aquatic ecosystems as well as terrestrial and wetland. These are briefly summarized below.

The geotechnical component of Part A included a slope stability analysis that established the existing stable slope hazard limit in locations where encroachments into the Greenbelt Plan Area are proposed, such as the stormwater management facilities. Areas along the proposed channel works between Chinguacousy Road and the Greenbelt Plan Area were also assessed.

The CEISMP indicates that the MW2-S2 lands are generally flat with gentle rolling drumlinized till plains. The CEISMP surveyed the subsurface geological conditions and found that there are a number of different deposits on the MW2-S2 lands.

With respect to hydrology and hydraulics, the results of floodline mapping indicate that the Regulatory floodplain for the Etobicoke Creek lies within the defined valley system for the MW2-S2 lands, except for some lands immediately east of Chinguacousy Road, where there is some flooding onto tableland area. Part A of the CEISMP indicates that the flooding is due to backwater resulting from the downstream crossings rather than due to lack of conveyance capacity.

Updates were also made to the fluvial geomorphology component of Part A of the CEISMP. This update included an assessment for the tributaries of Etobicoke Creek within the MW2-S2 lands in order to inform the size of the channel corridor as part of the hazard assessment. In this regard, the CEISMP indicates that the TRCA (2004) model resulted in a meander belt width of 38 metres for the Etobicoke Creek (identified as MEC-R07 on the LID Map in the CEISMP).

In addition to the above, a headwater drainage feature assessment on the MW2-S2 was also completed in Part A of the CEISMP. The CEISMP notes that the characterization and constraint rankings were established in consultation with staff from the CVC, TRCA and the MNRF. The main goal of the assessment was to maintain form and function of the drainage network without any loss of significant drainage features.

Part A of the CEISMP also included an analysis of water quality based on a monitoring station that was set up on the Etobicoke Creek near Hurontario Street. The results of the water quality testing indicated that the long term freshwater quality guideline for chloride was exceeded on most sampling dates. The CEISMP indicates that chloride levels are likely elevated as a result of the use of road salts in the watershed. E.coli levels in Etobicoke Creek were also found to range from 0 to very high

and levels of E. coli exceeded the recommended guideline for contact with users on several occasions.

The water quality analysis also indicated that metal concentrations were quite low, except for aluminium, arsenic and iron. The CEISMP also included the following comments:

In summary, the TRCA is collecting a comprehensive database of baseline water quality conditions in Etobicoke Creek prior to the Mayfield West development. The baseline data indicate impairment of some water quality parameters with elevated levels of chloride, bacteria and nutrients. Consideration should also be given to establishing a second water quality monitoring station upstream of the proposed Mayfield development.

The aquatic ecosystem of the Etobicoke Creek was also reviewed as part of Part A of the CEISMP. It is noted that there are no fish species listed as endangered, threatened or of special concern in the Etobicoke Creek adjacent to the MW2-S2 lands.

As part of the aquatic ecosystem review, the Part A of the CEISMP also suggests that water quality in the Etobicoke Creek in the study area is somewhat degraded and would be classified as supporting a warm water fish habitat.

Part A of the CEISMP also included a summary of key terrestrial findings that apply to the MW2-S2 lands.

Crozier also prepared Part B: Proposed Land Use Impact Assessment of the CEISMP for the MW2-S2 lands.

Part B of the CEISMP indicates that the significant natural features within the MW2-S2 lands are contained within the Greenbelt Plan Area, primarily below the top-of-bank, along the Etobicoke Creek valleywalls, creek floodplain (valley floor) and tributaries.

It is further noted that the natural features within this area consist of deciduous woodland, treed swamp, shrub thicket swamp, cattail marsh and meadow marsh, some of which comprise part of the Etobicoke Creek Headwaters Wetland Complex, which is a provincially significant wetland.

There are also two known wildlife Species at Risk that include a species of bat that is listed as endangered and a bird species that is considered threatened.

On the basis of the above, the SAR due diligence process and legislative requirements to facilitate the development of the MW2-S2 lands is on-going at the time of preparing this PJR and is intended to be utilized in Part C once completed.

In addition to the above, Crozier also prepared Part C: Preliminary Implementation Plan for the MW2-S2 lands. Part C summarizes the components of Part A and B of the CEISMP and provides management strategies for watercourse features.

Figures 3 and 4 of Part C of the CEISMP identify the Natural Heritage System based on environmental constraints to development that have been identified through field studies over time.

Part C of the CEISMP also contains a review of land use planning policies as they relate to the Natural Heritage System and Water Resources on the MW2-S2 lands.

The Proposed Natural Heritage System and Policy Conformity

Table 1 in Section 5.2.6 of this Report identifies each PPS policy that was considered in preparing this PJR and provides a response on how each policy has been satisfied. Below is brief summary of how the PPS policies that

address the natural heritage system have been addressed.

The identification and evaluation of natural heritage components has led to the identification of a comprehensive natural heritage system that has been documented in Parts A-C of the CEISMP. The confirmation of natural heritage constraints to development and the associated buffers and linkages between features where development will not occur, ensures the long-term viability of the NHS within MW2-S2.

In addition to the above, the CEISMP has added large areas of wildlife habitat through restoration efforts and the establishment of Greenway Corridors on agricultural lands where these features presently do not exist, which results in a net gain in vegetative cover and associated habitat. Through restored buffers and created/enhanced greenway corridors, the implementation of the CEISMP will lead to the achievement of a net gain in areal extent and a net benefit to the habitat, diversity and functional aspects of the Natural Heritage System located within the expansion area and the broader scale regional ecosystem in a manner that would be consistent with the 2014 PPS.

Table 2 in Section 5.3.1 of this Report identifies each Growth Plan (2019) policy that was considered in preparing this PJR and provides a response on how each policy has been satisfied. Below is brief summary of how the Growth Plan policies that address the natural heritage system have been addressed.

The Growth Plan (2019) requires that key hydrologic areas and the natural heritage system be avoided where possible when considering the expansion of a settlement area.

The proposed settlement area expansion does not encroach into the natural heritage system for the Growth Plan (2019) and appropriate buffers will be maintained from the natural heritage system within the Greenbelt Plan area. As a result, this Growth Plan policy has been satisfied.

With respect to key hydrologic areas, these are identified by the Growth Plan (2019) to include: significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.

There are limitations to groundwater recharge within the MW2-S2 lands due to clay till soils and there is the potential for some recharge, as is common on most agricultural land. However, water balance efforts are proposed to retain the first 5 mm of rainfall and balance the pre to post-development infiltration rates. Notwithstanding the above, the MW2-S2 lands do not contain any identified groundwater recharge areas.

Part B and Part C of the CEISMP indicate that much of the MW2-S2 lands are within the Fletcher Creek watershed, which is identified as a highly vulnerable aquifer. It is further noted that:

While no aquifer units were identified within 10 m of surface as part of borehole drilling, the policies of the source protection plan should be considered for land use planning. A Contaminant Management Plan is required for areas identified as HVA. This includes the storage and handling of chemicals, but no restrictions on land use.

On the basis of the above, the CEISMP suggests that any future applications on the MW2-S2 lands will need to consider the source protection plan policies and be required to prepare a Contaminant Load Management Plan. On this basis, while the MW2-S2 lands

are the site of a highly vulnerable aquifer, the Growth Plan does not prohibit the consideration of urban expansion into such areas; rather it indicates that such areas should be avoided. In this case, the sensitivity of the lands has been identified and measures have been taken to minimize impacts, which in my opinion is appropriate.

Table 2 also contains a review of policies related to stormwater management and it is my opinion that the proposed stormwater management conform to the Growth Plan (2019).

Table 3 in Section 6.2 of this Report reviews the ROP policies as it relates to settlement expansions. Section 7.9.2.12 of the ROP requires that the following be addressed with respect to the environment:

Environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan.

The response to the PPS and the Growth Plan (2019) are also relevant in response to the ROP policy above.

As mentioned in the policy discussion for the PPS and the Growth Plan, it is my opinion that Parts A-C of the CEISMP addresses the natural heritage system policies contained in the PPS, the Growth Plan and the ROP.

The Proposed Stormwater Management Plan and Policy Conformity

The CEISMP considered the location of the stormwater management facilities and concluded that they are located within low points of the catchment area for the Fletcher’s Creek watershed and the Etobicoke Creek watershed. The stormwater servicing has been designed to meet the TRCA’s quality and

quantity targets as specified through the Etobicoke Creek watershed plan.

The CEISMP suggests that a Contaminant Load Management Plan be prepared for future land uses within the Fletcher’s Creek watershed, which is identified as a highly vulnerable aquifer. The CEISMP also notes that with respect to stormwater management, the 2019 Draft Concept Plan provides for stormwater management ponds that control and effectively minimize and/or prevent increases in contaminant loads.

The CEISMP also provides recommendations on low impact development mitigation for infiltration and vegetative swales to address infiltration and runoff. Further, all development is proposed above the Regional floodline. As a result, it is my opinion that the proposed stormwater management facilities conform to relevant 2014 PPS, Growth Plan (2019) and ROP policies on stormwater management.

Additional Matters to be Addressed in the Local Official Plan Amendment Process

In addition to the above, Part C of the CEISMP indicates that a subsequent comprehensive Part C CEISMP will be prepared to:

- *Address management strategies related to stormwater management pond outfall designs in the MW2-S2 lands;*
- *Address a proposed channel realignment for a tributary of Fletchers Creek that will flow south from a woodlot on the western side of the MW2-S1 lands;*
- *Provide conceptual pocket wetland designs in order to deal with erosion control at the pond outfalls;*
- *Explore the implications of climate change on stormwater management plans and performance;*

- *Provide a refined comprehensive adaptive management plan;*
- *Expand upon the guidelines for site-specific studies such as, but not limited to, Environmental Impact Study, Groundwater Study, Functional Studies and Detailed Design Studies.*

The above matters will be addressed as part of the Local Official Plan Amendment process.

4.0 THE MCR PROCESS IN CALEDON

The purpose of this section is to briefly review the MCR process in Caledon.

It is recognized that the current MCR process as set out in the 2019 Growth Plan requires that only upper tier and single tier municipalities can initiate a MCR.

This contrasts with the previous approach in the Region of Peel where the Region was responsible for determining what the population and employment allocation should be and it was then the responsibility of the Town of Caledon to identify preferred locations for settlement area expansions. In accordance with the 2019 Growth Plan, it is now the responsibility of the upper tier and single tier to also identify settlement area expansions.

Notwithstanding the above, the work completed by the Region in 2013 on the appropriateness of Caledon's OPA 222 as it relates to the location of settlement area expansions remains valuable and worth reviewing in this case, since the Caledon OP as amended by OPA 226 remains in effect until it is updated to conform to the 2019 Growth Plan.

In order to confirm the appropriateness of Caledon's OPA 226, the Region of Peel retained the firm Malone Given Parsons (MGP) in September 2012. It was the role of MGP to provide the Region with an assessment and planning opinion regarding Caledon's OPA 226 and the associated settlement area boundary expansion applications that were being considered at the time in terms of relating to the requirements of a MCR in accordance with the Growth Plan that was then in effect.

It is noted that the MGP assessment and planning opinion are related to the implementation of the 2031 Growth Plan forecast through OPA 226.

MGP prepared their final report entitled 'Region of Peel Assessment of the Municipal Comprehensive Review Process for Settlement Area Boundary Expansion in the Town of Caledon' on April 13, 2013 and Regional Council endorsed it on May 23, 2013.

In their report, MGP provided the opinion that Caledon's MCR process was appropriate and that Caledon could implement settlement area boundary expansions through separate amendments to the Region of Peel OP to conclude the conformity process. The following was stated in the report:

It is our opinion that the Town of Caledon's MCR process is appropriate when considered within the Provincial policy definition of what constitutes a MCR process as an official plan review initiated by a municipality. OPA 226 is clearly the culmination of Caledon's analytical and policy conformity work with provincial planning initiatives. However, full conformity to Provincial and Regional planning documents can only be achieved by delineating and designating the land required to accommodate growth through expansion of the Settlement Area Boundary (if necessary), i.e. by designating the land that will be required to meet growth forecasts for population and employment over the (2031) planning horizon. Hence, once approved, OPA 226 must be fully implemented through adoption of associated Settlement Area Boundary expansions.

By extension, Caledon's Official Plan review is not complete until the Settlement Area Boundary expansions are finalized, and the expansions are demonstrated to conform to the policies of the Town, Region and Province. Additional Official Plan Amendments dealing with Settlement Area Boundaries must therefore be brought forward and adopted as part of the current Official Plan Review. Only then will the Official Plan Review

process commenced by the Town in 2007 be concluded, and thereby conclude the MCR process.

Completing the MCR through an Official Plan Review comprised of separate Official Plan Amendments is consistent with provincial policies and is similar in approach to that employed by other municipalities in the Greater Golden Horseshoe. Caledon's OPA 226 properly implements the Growth Plan Policy Areas in the Town in accordance with ROPA 24 and is good planning. It is appropriate to undertake the MCR process in stages, with the initial stages focused on Growth Plan Policy Area allocations and policies, followed by implementing Settlement Area Boundary Expansion OPAs as part of the same MCR.

In the report, MGP reviewed all relevant Provincial, Regional and Caledon policy documents to identify all the policies relating to settlement area boundary expansions and MCRs. MGP then prepared a policy checklist that listed all the relevant policies that should be reviewed for compliance to and conformity with settlement area boundary expansions in the context of the MCR process, as it existed before the 2019 Growth Plan.

Using the policy checklist described above, MGP developed a list of 23 evaluation criteria that formed the basis for evaluating whether individual settlement area boundary expansions met the requirements of an MCR.

While the work completed by MGP related to the implementation of the 2031 Growth Plan forecast and was in accordance with the Growth Plan Pre-2017, it is my opinion that the work completed remains valuable and on this basis, this PJR addresses the policies contained in the policy checklist (see Sections 5, 6 & 7) and the evaluation criteria (see Section 8) prepared by MGP.

In preparing the policy framework, MGP identified relevant policies from the following policy documents:

- *Provincial Policy Statement, 2005*
- *The Growth Plan for the Greater Golden Horseshoe, 2006*
- *Greenbelt Plan, 2005*
- *Region of Peel OP.*
- *Town of Caledon OP.*

In some instances, the relevant policies contained in these policy documents are duplicative and therefore this PJR cross references responses to these policies where necessary.

5.0 PROVINCIAL PLANNING FRAMEWORK

The Provincial planning system in Ontario is intended to guide growth and development across the Province and particularly the Greater Golden Horseshoe in a co-coordinated and comprehensive manner. As such, all OP's and OPAs are required to be consistent with the Provincial Policy Statement, 2014 (PPS) and conform to Places to Grow: The Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan, 2017.

With the above in mind, this section begins with a brief overview of the implications of the Planning Act on this matter, which is then followed by a review of the various Provincial interests that have a bearing. A review of relevant parts of the 2014 PPS, the 2019 Growth Plan and the Greenbelt Plan then follows. This section concludes with a review of the 2019 with suggestions being made on how it can be enhanced.

5.1 THE PLANNING ACT

5.1.1 Purpose

The Planning Act establishes the basic framework for making land use planning decisions. Section 1.1 of the Act states that the purposes of the Act are:

- (a) To promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;*
- (b) To provide for a land use planning system led by provincial policy;*
- (c) To integrate matters of provincial interest in provincial and municipal planning decisions;*

- (d) To provide for planning processes that are fair by making them open, accessible, timely and efficient;*
- (e) To encourage co-operation and co-ordination among various interests;*
- (f) To recognize the decision-making authority and accountability of municipal councils in planning.*

Sub-section (a) above is intended to support sustainable economic development while providing for a healthy natural environment. Directing growth to settlement areas would be an example of sustainable economic development.

Sub-section (b) clearly articulates the Provincial requirement that the 'land use planning system' in Ontario be 'led by Provincial policy'. In this regard, Provincial policies clearly set out the requirements for settlement area expansions.

Sub-section (c) builds upon sub-section (b) by indicating that matters of Provincial interest should be integrated into Provincial and municipal planning decisions.

Sub-section (d) provides for open planning process while sub-section (e) encourages co-operation among various interests. In the case of MW2-S2 these interests include the Province, the Region of Peel, the Town of Caledon and landowners within the MW2-S2.

There is also the broader public interest to consider.

Lastly, sub-section (f) recognizes the decision-making authority and accountability of municipal councils in making planning decisions.

5.1.2 Matters of Provincial Interest

Section 2 of the Planning Act sets out the responsibilities of the Council of a municipality and the Ontario Municipal Board.

Below is the full list of those Provincial interests with those that are particularly relevant to this report and the disposition of the MW2-S2 highlighted in grey:

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (a) The protection of ecological systems, including natural areas, features and functions;*
- (b) The protection of the agricultural resources of the province;*
- (c) The conservation and management of natural resources and the mineral resource base;*
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) The supply, efficient use and conservation of energy and water;*
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) The minimization of waste;*
- (h) The orderly development of safe and healthy communities;*
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this act applies;*
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) The adequate provision of a full range of housing, including affordable housing;*

- (k) The adequate provision of employment opportunities;*
- (l) The protection of the financial and economic well-being of the province and its municipalities;*
- (m) The co-ordination of planning activities of public bodies;*
- (n) The resolution of planning conflicts involving public and private interests;*
- (o) The protection of public health and safety;*
- (p) The appropriate location of growth and development;*
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) The promotion of built form that,*
 - (i) Is well-designed,*
 - (ii) Encourages a sense of place, and*
 - (iii) Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*
- (s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.*

As can be seen from the above, virtually all of the Provincial interests have to be considered when a settlement area expansion is proposed.

5.2 PROVINCIAL POLICY STATEMENT (2014)

5.2.1 Context for Decision Making

The overall context for municipal decision-making that is required to be consistent with the 2014 PPS is established in the first two paragraphs of the Part 1 Preamble to the PPS 2014:

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy

foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The matters of Provincial interest mentioned in the first paragraph above are included within Section 2 of the Planning Act, as discussed in Section 5.1.2.

5.2.2 Provincial Vision

Part IV of the 2014 PPS establishes the vision for Ontario's land use planning system and it clearly indicates that one of the keys to the long-term prosperity and social well-being of Ontario residents is a strong economy. Below are those components of the vision that speak to the need for a strong economy, with those components that are particularly relevant to the consideration of the MW2-S2 settlement area expansion highlighted in grey:

The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

The Provincial Policy Statement focuses growth within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

They also support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

The Province's natural heritage resources, water, agricultural lands, mineral resources, and cultural heritage and archaeological resources provide important environmental, economic and social benefits. The wise use and management of these resources over the long term is a key provincial interest. The Province must ensure that its resources are managed in a sustainable way to protect essential ecological processes and public health and safety, minimize environmental and social impacts, and meet its long-term needs.

Strong communities, a clean and healthy environment and a strong economy are inextricably linked. Long-term prosperity, human and environmental health and social well-being should take precedence over short-term considerations.

The fundamental principles set out in the Provincial Policy Statement apply throughout Ontario. To support our collective well-being, now and in the future, all land use must be well managed.

There clearly is a focus in the above vision on directing development to settlement areas and on the optimization of the use of land and public investment in infrastructure and public service facilities.

5.2.3 Basis for Consideration of the PPS 2014

Section 3(5)(a) of the Planning Act states the following:

A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter, shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision.

The Policy Statement that is currently in effect is the 2014 PPS, which came into effect on April 30, 2014. The overall context for municipal decision-making that is required to be consistent with the 2014 PPS is established in the first two paragraphs of the Part 1 Preamble to the 2014 PPS:

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

5.2.4 The Use of Words in the PPS 2014

The 2014 PPS significantly expanded upon Part III (How to Read the Provincial Policy Statement) from the 2005 PPS.

There is now a discussion in Part III on the need to read the entire PPS, the need to

consider specific policy language and the geographic scale of the policies.

This section also confirms that the policies represent minimum standards and it also articulates the relationship of the 2014 PPS with Provincial plans.

This new section also contains direction on defined terms and meanings and guidance material. There is one enhancement in Part III of interest that was made in 2014 and it deals with the language used in the 2014 PPS. This enhancement is reproduced below:

When applying the Provincial Policy Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Policy Statement, and how it relates to other policies.

Some policies set out positive directives, such as "settlement areas shall be the focus of growth and development." Other policies set out limitations and prohibitions, such as "development and site alteration shall not be permitted." Other policies use enabling or supportive language, such as "should," "promote" and "encourage."

The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

On the basis of the above, it is clear that the Province, in writing and updating the 2014 PPS, was very cautious and deliberate with respect to the words used.

Of particular interest to decision-makers is whether a particular policy incorporates the word "shall", "should", "promote" or "encourage". The latter three are enabling or supportive, while the first (shall) when applied to a policy is a directive, limitation or prohibition.

This is supported by the statement in Part III of the 2014 PPS, which indicates that there is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition. In this regard, wherever the word 'shall' is used, it is a directive, limitation or a prohibition.

With respect to the MW2-S2 settlement area expansion, below is a list of a few of the relevant directives, limitations and prohibitions (using the word 'shall') from the 2014 PPS that will need to be considered:

- **Section 1.1.2** - Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.
- **Section 1.1.3.1** – Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- **Section 1.1.3.2** – Land use patterns within settlement areas shall be based on densities and a mix of land uses that support a number of objectives.
- **Section 1.2.4 e)** - Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall identify and provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.
- **Section 1.6.1** - Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that

considers impacts from climate change while accommodating projected needs.

- **Section 1.6.7.2** - Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- **Section 1.6.7.5** – Transportation and land use considerations shall be integrated at all stages of the planning process.
- **Section 2.1.1** - Natural features and areas shall be protected for the long term.
- **Section 4.4** - This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.

5.2.5 The Role of Peel Region

Section 1.2.4 of the 2014 PPS below indicates very clearly what is required, when an upper tier municipality (such as Peel Region) is responsible for planning:

1.2.4 *Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:*

- a) Identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist;*

Peel Region has implemented Section 1.2.4 a) as a consequence of the approval of ROPA 24, which established the basis for the carrying out of settlement area expansions in the Town of Caledon. This role continues with the Peel 2041 process.

5.2.6 MW2-S2 and the PPS 2014

Table 1 below provides a review of the proposed MW2-S2 settlement area expansion as it related to the 2014 PPS.

All of the relevant and applicable policies in the PPS that are related to the proposed

settlement area boundary expansion have been reviewed for compliance and conformity. Based on this review, the proposed MW2-S2 settlement area expansion is consistent with the 2014 PPS, as it relates to the location of growth and development.

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
1.1.1 a)	Healthy, liveable and safe communities are sustained by: <u>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.</u>	The focusing of additional growth in an existing settlement area is consistent with this policy. It is also noted that the proposed density in MW2-S2 will exceed the minimum densities required by the 2019 Growth Plan. The proposed density of 71 residents and jobs per hectare will mean that land will be used efficiently. Directing growth in excess of the required minimum densities to settlement areas would conform to the 2019 Growth Plan, which encourages financially sustainable development.
1.1.1 b)	Healthy, liveable and safe communities are sustained by: <u>Accommodating an appropriate range and mix of residential (including second units, 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.</u>	<p>The latest 2019 Draft Concept Plan dated August 8, 2019 anticipates that the MW2-S2 lands could accommodate 6,953 people and 549 jobs ('2019 Draft Concept Plan'). The number of persons and jobs per hectare according to the 2019 Draft Concept Plan is therefore 7,502, which translates into 71.1 persons and jobs per hectare.</p> <p>Along with these new households will be other uses that provide employment such as one additional elementary school and other commercial uses.</p> <p>Based on the work completed to date, it is clear that the proposed settlement area expansion area will be planned to accommodate population growth in Mayfield West that is compact and transit-supportive, and will provide opportunities to plan and design a complete community with 'hard' boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services.</p> <p>In addition to the above, the MW2-S2 area is part of a larger area that will contain a wide range of uses and provide for a range of activities. The expansion of Mayfield West to now include the MW2-S2 lands will allow for the creation of logical community boundaries in the form of Chinguacousy Road on the west, Etobicoke Creek on the north and Mayfield Road on the south.</p>
1.1.1 c)	Healthy, liveable and safe communities are sustained by: <u>Avoiding development and land use patterns which may cause environmental or public health and safety concerns.</u>	<p>Directing growth to settlement areas is one way to avoid development and land use patterns that may cause environmental or public health and safety concerns.</p> <p>Once the Region adopts a ROPA as part of the phased MCR permitted by the Growth Plan, the Town will prepare a detailed Official Plan Amendment that will balance all interests in ensuring that a complete community is developed on the MW2-S2 lands that is</p>

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
		integrated with MW2-S1.
1.1.1 e)	Healthy, liveable and safe communities are sustained by: <u>Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.</u>	Given that MW2-S2 will exceed the minimum density target of 50 residents and jobs combined per hectare, development in MW2-S2 will be presumably more cost-effective than developments that are at a lower density.
1.1.1 g)	Healthy, liveable and safe communities are sustained by: <u>Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.</u>	It has been determined that water and sewer services are available for the MW2-S2 lands. Other public service facilities will be assessed in more detail through the detailed planning process at the Town of Caledon.
1.1.1 h)	Healthy, liveable and safe communities are sustained by: <u>Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</u>	Directing growth to settlement areas at the densities proposed means that less land is being consumed for urban development. Lands that are the site of natural heritage features have also been avoided and a number of measures will be established and then implemented through the Secondary Plan and implementing Planning Act applications that will consider the impacts of a changing climate.
1.1.2	Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for <i>infrastructure</i> and <i>public service facilities</i> beyond a 20-year time horizon.	The Region is now planning to accommodate the 2031 and 2041 forecasts.
1.1.3.1	Settlement areas shall be the focus of growth and development, and their	Mayfield West is a settlement area and the additional development provided by the MW2-S2 lands will

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	vitality and regeneration shall be promoted.	further support the need for a range of population related employment and other services in the community.
1.1.3.2 a)	Land use patterns within settlement areas shall be based on densities and a mix of land uses which: <ol style="list-style-type: none"> 1. Efficiently use land and resources; 2. 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; 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency; 4. Support active transportation; 5. Are transit-supportive, where transit is planned, exists or may be developed; and 6. Are freight-supportive. 	The MW2-S2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, both of which were reviewed in detail in the 2018 Paradigm Report.
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	The MW2-S2 lands are located adjacent to the settlement area boundary, have been for the most part planned for development since 2006 and will support compact development.
1.1.3.7 b)	The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.	It is anticipated that phasing policies for MW2-S2 will be developed as part of the Local Official Plan Amendment process.
1.1.3.8 a)	A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected	In 2013, the Growth Plan was amended and Peel Region's population and employment base was forecast to reach 1,770,000 and 880,000 respectively by 2031 and this came to be known as the 2031B forecast. This represents an increase of 130,000 persons and 10,000 employees in comparison to the original 2031 population forecast provided in Schedule 3 of the

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	needs over the identified planning horizon.	<p>Growth Plan (2031A).</p> <p>The Growth Plan (2017) no longer had a 2031A and a 2031B forecast, and it contained one forecast for 2031, and it was the same as the previous 2031B forecast.</p> <p>The additional population and employment added to the 2031B forecast has not been implemented by Peel Region, meaning that a shortage of development land may currently exist in Peel Region to accommodate the 2031 forecast.</p> <p>As mentioned previously, the current ROP review proposes that the population of the Town will increase to 160,000 by 2041. A substantial portion of that increase will need to be accommodated on new Greenfield lands. As such, the potential exists for the proposed expansion of MW2-S2 lands in Caledon to accommodate a portion of that growth while still meeting Regional intensification targets.</p>
1.1.3.8 b)	The infrastructure and public service facilities that are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment.	<p>It has been demonstrated as part of the updated Fiscal Impact Analysis that collectively, there will be a positive incremental capital cost and servicing differential revenue of about \$51 million.</p> <p>However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2-S2 lands. This is typical, as the services are required to be built and paid for before build-out. It is noted however that expected revenue from MW2-S1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2-S1 and MW2-S2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p> <p>With respect to other public service facilities such as schools and parks, there are well-established funding mechanisms in place to ensure their delivery and maintenance.</p>
1.1.3.8 c)	<p>In prime agricultural areas:</p> <p>1. The lands do not comprise specialty</p>	The lands within the MW2-S2 settlement area expansion are considered to be within a prime

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	<p>crop areas;</p> <p>2. Alternative locations have been evaluated, and</p> <p>i. There are no reasonable alternatives which avoid prime agricultural areas; and</p> <p>ii. There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.</p>	<p>agricultural area. However, these same lands are identified on Schedule D as being within a study area boundary subject to Policy 5.4.3.2.7 of the ROP.</p> <p>This section indicates that the lands within this study area boundary are expected to be the location within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur.</p> <p>This same policy also indicates that a MCR would be required to justify the expansion of the urban area into the study area and that an amendment to the ROP would be required as is currently proposed.</p> <p>As a consequence of the above, the ROP has established the principle of potentially developing lands within the MW2-S2 lands for future population and employment needs.</p> <p>In addition to the above, the MW2-S2 lands are a logical choice for the expansion of Mayfield West and would serve to extend the Mayfield West settlement area boundary to logical boundaries on the west and north.</p> <p>It is noted that the policy indicates that when considering a proposed expansion there should be no other 'reasonable' alternative locations that avoid prime agricultural areas. This means that alternative locations that may be considered should be "reasonable".</p> <p>The 2018 AIA indicates that there are no reasonable alternatives for a settlement area expansion that would avoid prime agricultural areas.</p> <p>In this particular case, the most logical location for expanding the Mayfield West settlement area boundary is to the west and given that residential development is proposed in the MW2-S2 area, such development should be integrated with other existing and planned residential development in MW2-S1.</p> <p>It is recognized that there are other locations within the 'study area' established by the ROP that could be considered.</p> <p>These include the lands to the west of Hurontario</p>

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
		<p>Street and north of Etobicoke Creek. However, development in this area would be separated from the rest of Mayfield West by Etobicoke Creek and therefore would not be as well integrated as MW2-S2. The same can be said for lands on the east side of Hurontario Street and also to the north of a tributary to Etobicoke Creek. In addition, these lands have long been considered as part of the GTA West Study and are now included within the FAA.</p> <p>There is a small area of land on both sides of Kennedy Road that could be considered to the north of the existing Mayfield West boundary to Old School Road. This area would also be logical to consider, however, about half of these lands are also in the 2019 FAA and are not as necessary to 'complete' the Mayfield West community as the MW2-S2 lands because the lands to the south of Etobicoke Creek and between Hurontario Street and Chinguacousy Road have long been planned as an integrated complete community.</p> <p>Lands on both sides of Heart Lake Road could also be considered, however, these lands are also within the 2019 FAA and given the location of Highway 410 to the south, these lands may lend themselves to employment uses. Lastly, there are additional lands within the ROP study area to the southwest of Dixie Road and Old School Road. These lands are also in the 2019 FAA. They are also separated from the current Mayfield West settlement area boundary by a watercourse and in my opinion would be a much lower priority for a small scale expansion involving 105 hectares than MW2-S2.</p>
1.1.3.8 d)	The new or expanding settlement area is in compliance with the minimum distance separation formulae.	<p>The 2018 AIA identified four operations of concern with respect to MDS. However, the 2017 AIA indicates that the Cook Farm (Farm #2) is not included in the calculations due to its scheduled destruction. As of September 2019, the Town has confirmed that the barns on the Cook Farm have been demolished.</p> <p>The four other operations are '<i>minor and unlikely to significantly affect the settlement area expansion in the long-term</i>'. The figure below identifies the operations of concern (Farm #20, #23, #24 and #27) and the MDS setback from each of them. Section</p>

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
		<p>3.3.3 of this PJR contains additional information on these four farms. The required MDS setbacks (which have minimal impact) will be incorporated into the local Official Plan Amendment as necessary.</p>
1.1.3.8 e)	<p>Impacts from new or expanding settlement areas on agricultural operations that are adjacent or close to the settlement area are mitigated to the extent feasible.</p>	<p>See response above.</p> <p>In addition to the above, the 2018 AIA notes that the lands to the south and east of the MW2-S2 lands have been designated for urban land uses and it is clear that these adjacent urban areas have influenced the agricultural character of the area. Further, the 2018 AIA notes that these uses have likely influenced the retirement of several livestock operations and that it appears to be a transition from livestock to common field crop production. As a result, the presence of the urban areas reduces the agricultural priority of the agricultural lands along the boundaries (e.g. along Mayfield Road and Hurontario Street).</p> <p>The 2018 AIA provides a number of recommendations for mitigation that could be implemented at the secondary planning process.</p>
1.1.3.8	<p>In determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.</p>	<p>Section 2.0 of the 2014 PPS is entitled “Wise Use and Management of Resources”. This section contains policies on natural heritage (Section 2.1), water (Section 2.2), agriculture (Section 2.3), minerals and petroleum (Section 2.4), mineral aggregate resources (Section 2.5) and cultural heritage and archaeology (Section 2.6).</p> <p>With respect to Section 2.1 dealing with natural heritage, a considerable amount of work has been completed in support of the MW2-S1 Secondary Plan exercise, which included consideration of the lands within MW2-S2 as well.</p> <p>Issues relating to Section 2.2 (Water) have also been assessed in the work completed to date and it is anticipated that more detailed studies will be prepared at the local level on this matter to support a local Official Plan Amendment and implementation documents.</p> <p>Many of the policies currently within the Caledon OP that apply to MW2-S1 will also apply in MW2-S2 as well. These include Section 7.14.4.3, which provides for the development of a community-wide</p>

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
		<p>Development Staging and Sequence Plan, Section 7.14.4.5 that provides for a community-wide Functional Servicing Report, Section 7.14.4.6 that provides for a community-wide Environmental Implementation Report and Section 7.14.18 that contains policies on the conservation of water and energy.</p> <p>Section 2.3 deals with agriculture and this policy area has already been dealt with in previous responses. It is noted that Section 2.3.5.1 indicates that planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with Policy 1.1.3.8.</p> <p>Sections 2.4 (Minerals and Petroleum) and 2.5 (Mineral Aggregate Resources) do not directly apply to MW2-S2.</p> <p>Section 2.6 which deals with cultural heritage and archaeology does apply and in this regard a Cultural Heritage Assessment was carried out in 2008/2009 and updated in 2017. Within this update are recommendations on the cultural heritage resources in the area and on how they should be conserved. With respect to archaeology, the MW2-S2 lands were assessed at the same time as the MW2-S1 lands and recommendations have been made to conduct Stage 2 assessments in support of future development applications.</p>
1.2.1 a)	A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including managing and/or promoting growth and development.	The current Peel 2041 process is an example of that coordinated approach.
1.2.1 g)	Population, housing and employment projections, based on regional market areas.	The Region is now planning on implementing the 2031 and 2041 forecasts through the Peel 2041 process.
1.4.3 c)	Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future	Mayfield West overall is an excellent example of where new housing should be directed, given that it is a growing settlement area.

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	residents of the regional market area by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.	
1.4.3 d)	Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.	The MW2-S2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, as set out in the 2018 Paradigm Report discussed in Section 3.6 of this PJR.
1.6.1	Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.	See response below.
1.6.6.1 a)	<p>Planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:</p> <ol style="list-style-type: none"> 1. Municipal sewage services and municipal water services; and 2. Private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available. 	Existing municipal sewage services and municipal water services will be extended to the MW2-S2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.
1.6.6.1 b)	<p>Ensure that these systems are provided in a manner that:</p> <ol style="list-style-type: none"> 1. Can be sustained by the water resources upon which such services rely; 2. Is feasible, financially viable and complies with all regulatory 	See response above.

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	<p>requirements; and</p> <p>3. Protects human health and the natural environment.</p>	
1.6.6.1 c)	Promote water conservation and water use efficiency.	See response above.
1.6.6.1 d)	Integrate servicing and land use considerations at all stages of the planning process.	The MW2-S1 Secondary Plan process has involved consideration of servicing, environmental matters and transportation in a coordinated manner. In addition, the studies prepared in support of MW2-S2 also demonstrate this as well.
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a. Minimize, or, where possible, prevent increases in contaminant loads; b. Minimize changes in water balance and erosion; c. Not increase risks to human health and safety and property damage; d. Maximize the extent and function of vegetative and pervious surfaces; and e. Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development. 	This will be implemented at through the Local Official Plan Amendment process.
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	The 2018 Paradigm Report discussed in Section 3.6 of this PJR addresses this policy. In summary, it has been demonstrated that the planned road network should be able to accommodate the expected population and jobs resulting from the application of the minimum density target of 80 residents and jobs combined per hectare on the MW2-S2 lands (as per the 2017 Growth Plan). It is noted that the 2019 Growth Plan includes a lower minimum density target of 50 residents and jobs per hectare, however the findings within the 2018 Paradigm Report continue to be relevant and support the proposed density of 71 residents and jobs per hectare.
1.6.7.2	Efficient use shall be made of existing and planned infrastructure, including through	Existing municipal sewage services and municipal water services will be extended to the MW2-S2 lands

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
	the use of transportation demand management strategies, where feasible.	in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proposed density of 71 residents and jobs combined per hectare would support the development of an efficient transportation system in MW2-S2 that is integrated with MW2-S1. An active transportation plan along with a public transit plan has also been prepared as per Section 3.6 of this PJR.
1.6.7.5	Transportation and land use considerations shall be integrated at all stages of the planning process.	The MW2-S1 Secondary Plan process has involved consideration of servicing, environmental matters and transportation in a coordinated manner. In addition, the studies prepared in support of MW2-S2 also demonstrate this as well.
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.	<p>With respect to the GTA West Corridor, the Province established a Focussed Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. An updated 2019 FAA is now available on the GTA West Study website that applies to a more focused area than the initial FAA. The GTA west transportation corridor could directly impact properties that are located within the FAA. A small portion of the northern property fronting on Chinguacousy Road is within the FAA, and these lands when included in the settlement area, will be precluded from development until appropriate.</p> <p>An area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area. In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the MW2-S2 lands are within this green area.</p>
2.1.1	Natural features and areas shall be protected for the long term.	A comprehensive natural heritage features inventory has been prepared in support of the MW2-S2 expansion. In addition, the delineation of meander belt widths and geo-technically stable top of slope has been completed for Etobicoke Creek and significant headwater features. The identified features and their corresponding buffers have been

TABLE 1 - 2014 PPS

#	Policy	Planning Opinion
		<p>approved by the TRCA. Consideration of SAR has also been on going with MNRF.</p> <p>The identification and evaluation of natural heritage components has led to the identification of the comprehensive natural heritage system. The CEISMP will provide final details on the enhancements to the NHS that will be included within buffers, Category A and B terrestrial and aquatic corridors, and within the Greenbelt. The confirmation of natural heritage constraints to development and the associated buffers and linkages between features where development will not occur, ensures the long-term viability of the NHS within MW2-S2.</p>
2.1.2	<p>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.</p>	<p>The CEISMP has identified an NHS that incorporates and preserves all existing natural heritage features located within the expansion area. In addition, corridors are proposed which will link natural heritage features located within the MW2-S2 lands to the Etobicoke Creek valley.</p> <p>The CEISMP has added large areas of wildlife habitat through restoration efforts and establishment of Greenway Corridors on agricultural lands where these features presently do not exist therefore resulting in a net gain in vegetative cover and associated habitat. Through restored buffers and created/enhanced greenway corridors the CEISMP will achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the Natural Heritage System located within the expansion area and to the broader scale regional ecosystem. Proposed SWM facilities to be located along the Etobicoke Creek/Greenbelt corridor will consider the maintenance of water budget targets to ensure no impacts to PSW and fish habitat. Erosion thresholds to guide SWMP design will be quantified in the CEISMP to mitigate exacerbated rates of erosion. As a consequence of the above, this policy is satisfied.</p>
2.3.5.1	<p>Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.</p>	<p>This policy permits the consideration of a settlement area expansion.</p>
2.6.1	<p>Significant built heritage resources and significant cultural heritage landscapes</p>	<p>A detailed Cultural Heritage Resource Assessment Review has been carried out and recommendations</p>

	shall be conserved.	have been made on how the cultural heritage resources in the MW2-S2 area can be conserved.
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5.3 GROWTH PLAN (2019)

5.3.1 Background

The Provincial Government adopted the *Places To Grow Act* in June 2005. The Act provides a framework for the adoption of regional-scale Growth Plans. The first of these, the Growth Plan for the Greater Golden Horseshoe, was adopted by Regulation in June 2006. This did not occur because of the awareness that existed at the time that the Growth Plan would be potentially significantly updated as part of a broader review of Provincial Plans.

The Growth Plan is a statement of Provincial policy directing growth-related planning decisions over the next 30 years. The intent of the Growth Plan is to significantly reduce urban sprawl and land consumption while making more efficient use of existing infrastructure. The Growth Plan requires that municipalities look to new ways to accommodate growth that breaks from the past, in terms of how communities are designed, and how land uses are mixed, all in an effort to improve our quality of life, our health and our general well-being.

The Growth Plan contains a vision for 2041 for the Greater Golden Horseshoe. This vision is described through a series of maps and text, and contains policies dealing with the essential aspects of the Plan. The Growth Plan contains specifics on where and how the area will grow and the infrastructure that may be needed to support that growth. A section of the Growth Plan also deals with the natural heritage system, agricultural system, rural areas and mineral aggregate resources.

The Growth Plan establishes specific policies dealing with forecasts, intensification, urban growth centres and intensification corridors, employment areas, urban boundaries, and small cities and towns. It also establishes

minimum densities that new development must achieve, requires that urban growth centre and intensification corridor boundaries be delineated, creates strong policies dealing with the preservation of employment areas and lists the criteria to be met to justify urban boundary expansions.

A chapter on infrastructure deals with transportation and water/wastewater systems. A chapter entitled "Protecting What is Valuable" establishes policies related to the natural system, agricultural system, rural areas, mineral aggregate and cultural heritage resources. There is also a chapter providing for implementation measures, including monitoring and review of the Plan's policies and projections.

The Places to Grow Act, 2005 requires that the OP's of all municipalities within the Growth Plan area be brought into conformity with the Growth Plan. In the Region of Peel, this resulted in a coordinated planning effort between the Region of Peel, Town of Caledon, City of Brampton, and City of Mississauga, and the adoption of ROPA 24, which was by the Ontario Municipal Board in 2012.

Soon after ROPA 24 was approved, the Province introduced Amendment 2 to the Growth Plan in June 2013, which adjusted total population and employment for Peel Region by 2031 (referred to as 2031B), and set new population and employment targets for the Region by 2041. Growth Plan Amendment 2 came into effect on June 17, 2013 and required the affected municipal OP's, including the Region of Peel and Caledon OP's, be brought into conformity at the time of their next OP review.

The Growth Plan was then updated in 2017 and then in 2019 and it contains updated requirements for municipal comprehensive reviews.

One of the key changes made in 2017 was that the responsibility for identifying settlement area expansions now rests with the upper tier planning authority, which in this case is the Region of Peel. The role of the upper tier planning authority as it relates to the identification of targets is further spelled out in an updated Section 5.2.3.2 (which was not modified in the 2019 Growth Plan):

Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:

- a) Identifying minimum intensification targets for lower-tier municipalities based on the capacity of delineated built-up areas, including the applicable minimum density targets for strategic growth areas in this Plan, to achieve the minimum intensification target in this Plan;*
- b) Identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan;*
- c) Identifying minimum density targets for employment areas;*

- d) Identifying minimum density targets for the designated Greenfield areas of the lower-tier municipalities, to achieve the minimum density target for the upper- or single-tier municipality;*
- e) Allocating forecasted growth to the horizon of this Plan to the lower-tier municipalities in a manner that would support the achievement of the minimum intensification and density targets in this Plan; and*
- f) Addressing matters that cross municipal boundaries.*

Table 2 below provides a review of the MW2-S2 settlement area expansion for compliance with and conformity to relevant policies of the 2019 Growth Plan.

All of the relevant and applicable policies in the 2019 Growth Plan related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity. Based on this review, the proposed MW2-S2 settlement area expansion conforms to the 2019 Growth Plan as it relates to the expansion of settlement areas.

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
2.2.1.2 a)	<p>The vast majority of growth will be directed to settlement areas that:</p> <ul style="list-style-type: none"> i. Have a delineated built boundary; ii. Have existing or planned municipal water and wastewater systems; iii. Can support the achievement of complete communities. 	<p>Mayfield West has a built boundary that reflects the development that has occurred before 2006. The settlement area is fully serviced and is being planned to be a complete community through the establishment of a mix of uses, a range of housing options and an integrated transportation network.</p>
2.2.1.2 c)	<p>Within settlement areas, growth will be focused in:</p> <ul style="list-style-type: none"> i. Delineated built-up areas; ii. Strategic growth areas; iii. Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; iv. Areas with existing or planned public service facilities. 	<p>As a small settlement area in a primarily rural community, Mayfield West is not served by higher order transit. However, a transit hub is planned in MW2-S1 and the addition of more people on the MW2-S2 lands will support the development of transit over the long term.</p>
2.2.1.4 a)	<p>Applying the policies of this Plan will support the achievement of complete communities that: <u>Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</u></p>	<p>The MW2-S2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, as set out in the 2018 Paradigm Report discussed in Section 3.6 of this PJR.</p>
2.2.1.4 b)	<p>Applying the policies of this Plan will support the achievement of complete communities that: <u>Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;</u></p>	<p>Given that about 38% of the proposed housing units according to the 2019 Draft Concept Plan will be in the form of medium density housing (townhouse units), increased social equity is supported since additional choice in the market would be provided with this housing appealing to a larger market. The proposed density of 71 residents and jobs combined will also support the establishment of an integrated transportation network, including an active transportation network that supports healthy lifestyles. It is noted that the number of housing units proposed does not include the units that may be created as secondary dwelling units (either as purpose built units at the time of construction or through renovation later), which are now required by the Province to be permitted in low-rise housing forms.</p>
2.2.1.4 c)	<p>Applying the policies of this Plan will</p>	<p>Considerable housing choice will be provided on the</p>

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
	support the achievement of complete communities that: <u>Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.</u>	MW2-S2 lands as a consequence of the proposed density of 71 residents and jobs per hectare. In addition to the above, it is expected that secondary dwelling units will be developed in some cases at the time of construction and later as individual houses are renovated to include a second unit.
2.2.1.4 d)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Expand convenient access to:</u> i. <u>A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</u> ii. <u>Public service facilities, co-located and integrated in community hubs;</u> iii. <u>An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;</u> iv. <u>Healthy, local, and affordable food options, including through urban agriculture.</u>	A comprehensive and integrated planning process has been undertaken in support of the MW2-S1 Secondary Plan and it involved, for the most part the MW2-S2 lands. The 2019 Draft Concept Plan does propose a grid pattern of streets along with a trail system that both support active transportation. It is anticipated that the co-location of community facilities will be considered by the Town of Caledon through the Local Official Plan Amendment process and plan of subdivision process; however, based on my experience co-location is increasingly common. The 2019 Draft Concept Plan also identifies locations for open spaces and the Town of Caledon will further review parks and open space areas as MW2-S2 is implemented., Lastly, opportunities with respect to urban agriculture will be reviewed by the Town of Caledon as well.
2.2.1.4 e)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Provide for a more compact built form and vibrant public realm, including public open spaces.</u>	A comprehensive and integrated planning process has been undertaken in support of the MW2-S1 Secondary Plan and it involved, for the most part the MW2-S2 lands. The product of this work is a well-designed and efficient new community area that will require the preparation of detailed implementation strategies to implement this policy. One of these will involve the preparation of a detailed Community Design Plan, which will be a requirement of the Secondary Plan.
2.2.1.4 f)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.</u>	To be implemented by the Town as MW2-S2 is implemented.
2.2.1.4 g)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Integrate green</u>	To be implemented by the Town as MW2-S2 is implemented.

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
	<u>infrastructure and appropriate low impact development.</u>	
2.2.6.1	<p>Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:</p> <ul style="list-style-type: none"> a) Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this plan by: <ul style="list-style-type: none"> i. Identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and ii. Establishing targets for affordable ownership housing and rental housing; b) Identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); c) Align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and d) Implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws. 	<p>The Region of Peel Official Plan establishes housing policies that apply to the Town of Caledon and other local municipalities.</p> <p>The proposed density in MW2-S2 will exceed the minimum densities required by the 2019 Growth Plan. The proposed density of 71 residents and jobs per hectare will mean that land will be used efficiently. Directing growth in excess of the required minimum densities to settlement areas would conform to the 2019 Growth Plan.</p> <p>The 2019 Draft Concept Plan identifies a range of housing options. Policies and regulations that support second units and affordable housing will be included in the M2-S2 Secondary Plan, with some of these policies then being implemented through the zoning by-law.</p> <p>The Region of Peel Housing Strategy identifies a number of financial tools and incentives to support affordable housing. These will be considered by the Town of Caledon as MW2-S2 is implemented.</p>
2.2.6.2	<p>Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of <i>complete communities</i> by:</p> <ul style="list-style-type: none"> a) Planning to accommodate forecasted growth to the horizon of this Plan. b) Planning to achieve the minimum intensification and density targets in 	<p>The Region of Peel released its Housing Strategy in July of 2018. The Housing Strategy aligns with the visions and goals of the Peel 2015-2035 Strategic Plan and Peel's Growth Management Strategy. It includes four components: Housing Needs Assessment, Long- and Short-Term Outcomes and Targets, Roles and Responsibilities of the Region and Partners and Financial Incentives and Planning</p>

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
	this Plan c) Considering the range and mix of housing options and densities of the existing housing stock. d) Planning to diversify their overall housing stock across the municipality.	Tools. The MW2-S2 is intended to accommodate forecasted growth as required by sub-section a). The proposed minimum density will exceed the minimum density established by the 2019 Growth Plan. The proposed housing mix on the MW2-S2 lands will provide for housing choice and will lead to an increased diversification of the housing stock in Caledon.
2.2.6.5	When a settlement area boundary has been expanded through the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.	This section references Sections 2.2.6.1 and 2.2.6.2 above - see response above.
2.2.7.1	New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: a) Supports the achievement of complete communities; b) Supports active transportation; and c) Encourages the integration and sustained viability of transit services.	This will be the case with MW2-S2 as has already been demonstrated in responses to other policies. In addition, Section 1.3 of this PJR provides additional details on how MW2-S1 will be integrated with MW2-S2.
2.2.7.2 a)	The minimum density target applicable to the designated greenfield area of each upper- or single-tier is as follows: <u>The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.</u>	This minimum standard will be achieved on the MW2-S2 lands, with the density measured as per Section 2.2.7.3.
2.2.8.1	Settlement area boundaries will be delineated in official plans.	This is currently the practice of the Region of Peel.
2.2.8.2 a)	A settlement area boundary expansion may only occur through a municipal comprehensive review where it is	In October 2017 the Region of Peel released a document entitled "Peel Region 2041 Growth Allocation and Growth Management Regional

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
	<p>demonstrated that: <u>based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:</u></p> <ul style="list-style-type: none"> i. Within the upper- or single-tier municipality; and ii. Within the applicable lower-tier municipality. 	<p>Official Plan Amendment" ('Draft 2017 ROPA'), which establishes population and employment forecasts for the Town in 2031 and 2041.</p> <p>In this regard, it was forecasted that the Town's population would be 116,000 in 2031 with 51,000 jobs. By 2041, the Town of Caledon is forecasted to reach a population of 160,000 with 80,000 jobs.</p> <p>In the documentation prepared in support of the Draft 2017 ROPA, it was also determined that additional settlement area expansion(s) beyond MW2-S2 would be required to accommodate growth in Peel to 2041 in the order of 550 hectares for community areas and 730 hectares for employment areas. As a consequence, there is no question that additional Greenfield lands are required to ensure conformity with the population and employment forecasts in the 2019 Growth Plan. This means that the need for a settlement area expansion has been justified. The above analysis takes into account the 2031 Regional intensification target of 50%, which increases to 60% beyond 2031.</p> <p>The determination of where the additional 1,280 hectares beyond MW2-S2 should be located in Caledon (which is only location in the Region of Peel where new Greenfield development areas can be located) will take time, with many studies needing to be completed in support.</p> <p>This is why the interim settlement area expansion proposed on the MW2-S2 lands is very attractive at this point, because all of the required studies have been completed and because it has long been planned that the Mayfield West settlement area extend to Chinguacousy Road on the west and Etobicoke Creek on the north.</p>
2.2.8.2 b)	<p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <u>the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption.</u></p>	<p>See response above regarding planning horizon. The consumption of land is minimized and given that the minimum density is 71 residents and jobs per hectare combined, the land will be used efficiently.</p>

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
2.2.8.2 c)	A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <u>the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.</u>	See response to Section 2.2.8.2 a).
2.2.8.3 a)	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following: a) There is sufficient capacity in existing or planned infrastructure and public service facilities;	Existing municipal sewage services and municipal water services will be extended to the MW2-S2 lands in an economical manner in accordance with the work completed to date and on the basis of the MW2-S2 lands being developed at a density of 71 persons and jobs per hectare. No issues have been identified with respect to the provision of these services. One new school is planned within MW2-S2 as are a number of parks as required. Confirmation on the number of schools required will be obtained as the Town of Caledon implements MW2-S2.
2.2.8.3 b)	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following: b) The infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;	The capital costs of the proposed infrastructure / public facilities such as sewer infrastructure, roads, and stormwater management ponds within the MW2-S2 lands will be funded entirely by development, with the exception of Development Charge (DC) infrastructure. DC infrastructure will be initially funded by development, but a portion of the costs will be credited to the developers. DC infrastructure in the subject lands includes the external roads, sanitary trunk (375mm and larger) and watermains (400mm and larger). In terms of financial viability, the majority of the infrastructure will be constructed by the developers and will not constitute any capital expenditure by the Town of Caledon or Region of Peel. In terms of asset management, it is assumed that, upon assumption of Town-owned or Region-owned infrastructure, the future tax revenues from the residents and businesses in the subject lands will support the on-going maintenance and management of the proposed infrastructure. The infrastructure in the MW2-S2 lands has also been

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
		<p>designed to service future communities north of the MW2-S2 lands.</p> <p>It should be noted that the majority of the trunk sewer and stormwater management infrastructure in MW2-S2 is required to service the MW2-S1 lands, for which the Secondary Plan has already been approved.</p> <p>Existing municipal sewage services and municipal water services will be extended to the MW2-S2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.</p> <p>It has been demonstrated as part of the updated Fiscal Impact Analysis that collectively, there will be a positive incremental capital cost and servicing differential revenue of about \$51 million.</p> <p>However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2-S2 lands. This is typical, as the services are required to be built and paid for before build-out. It is noted however that expected revenue from MW2-S1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2-S1 and MW2-S2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p> <p>With respect to other public service facilities such as schools and parks, there are well-established funding mechanisms in place to ensure their delivery and maintenance.</p>
2.2.8.3 c)	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan,	The Region of Peel commissioned the Water and Wastewater (2014) Master Plan that outlined the future infrastructure requirements / expansions in the Town of Caledon. Through preparation of the Functional Servicing Report (FSR) for the MW2-S2 lands, the Region of Peel was consulted and the proposed water and sanitary servicing strategy was coordinated such that the design of the MW2-S2

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
	including the following: c) The proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;	lands meets the intent of the Master Plans and anticipated future populations. AMEC Foster-Wheeler completed a subwatershed synthesis report (2008) and Secondary Plan Comprehensive Environmental Impact Study and Management Plan for the majority of the MW2-S2 lands in support of the Secondary Plan.
2.2.8.3 d)	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following: d) The proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;	The studies discussed above characterized the existing conditions in the study area, developed the stormwater management criteria and targets for control as well as mitigation of impacts to natural features, and “tested” the Secondary Plan land use for compliance with the established targets. The TRCA also identified specific targets with respect to flood mapping and SWM facility locations that are relevant to the MW2-S2 lands. The stormwater servicing has been designed to meet the TRCA’s quality and quantity targets as specified through the Etobicoke Creek watershed plan. The Functional Servicing Study as well as the Water and Wastewater Servicing Study conclude that existing, planned and future infrastructure is/will be available and that the location and capacity of this infrastructure is appropriate to support MW2. Further study is required as MW2-S2 is implemented to support the location and design of the stormwater management facilities that are proposed to be located adjacent to the Etobicoke Creek, as well as trunk water and wastewater infrastructure for lands north of Etobicoke Creek.

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
2.2.8.3 e)	<p>Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:</p> <p>e) Key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible.</p>	<p>Firstly, the proposed settlement area expansion does not encroach into the Natural Heritage System for the Growth Plan. The MW2-S2 lands will maintain appropriate buffers from the Natural Heritage System within the Greenbelt Plan area features and hazards as coordinated with TRCA.</p> <p>The 2019 Growth Plan indicates that key hydrologic areas are "<i>Significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.</i>"</p> <p>The Town has indicated that the following as it relates to key hydrologic areas as a result of the CEISMP:</p> <p>The Part A and B Reports characterize the groundwater and surface water system for the Stage 2 area. Section 5.3.6 Groundwater, states, "<i>The water table is expected to be shallow and perched water table conditions may form due to limited drainage through the overburden soils. Horizontal groundwater flow within both the shallow and perched groundwater systems is minor due to flat hydraulic gradients and low permeability clay till soils at the site.</i></p> <p><i>Interflow occurring within the unsaturated zone of the shallow weathered soils/till is not considered significant and is typically limited to valley lands with steeper topography and localized areas near lowlying wetlands. Therefore, the aerial extent of this component of shallow groundwater flow is limited.</i></p> <p><i>Groundwater flow through the Halton Till Aquitard is predominately downwards towards the bedrock aquifer. Within the bedrock aquifer, groundwater flow is generally southwards towards Lake Ontario.</i>"</p> <p>There are limitations to groundwater recharge within the MW2-S2 lands due to clay till soils. However, water balance efforts are being made to retain the first 5 mm of rainfall and balance the pre to post-development infiltration rates.</p>

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
		<p>This area does not contain any identified significant groundwater recharge areas.</p> <p>The CEISMP indicates that much of the MW2-S2 lands within the Fletcher Creek watershed are identified as a highly vulnerable aquifer. Further, the CEISMP notes that while no aquifer units were identified within 10 m of surface as part of borehole drilling, the policies of the source protection plan should be considered for land use. This would apply to future land use applications. In addition, the CEISMP notes that a Contaminant Load Management Plan is required for areas identified as a highly vulnerable aquifer.</p> <p>A Headwater Drainage Feature Assessment (HDFA) as per TRCA’s guidelines and review was completed as part of the Part A Report (see Part A section 5.5.1 and Appendix A). This approach is in the spirit of the methodology prescribed in the Evaluation, Classification and Management of Headwater Drainage Features: Interim Guidelines (TRCA, March 2009 Update) and covers all the major components within that approach. The main goal of the assessment was to maintain form and function of the drainage network without any loss of significant drainage features.</p> <p>Provincially Significant Wetlands are located within the Etobicoke Creek. Pre-development surface water flows that feed the wetlands will be maintained through SWM pond release rates, grading and restoration mitigation measures.</p> <p>On the basis of the above, lands within the Fletcher Creek watershed (a highly vulnerable aquifer) are considered to be a key hydrologic area, as defined by the 2019 Growth Plan. The CEISMP indicates that a Contaminant Load Management Plan is required for highly vulnerable aquifers and indicates that the stormwater management ponds have been located at low points and in a manner that will minimize and/or prevent increases in contaminant loads. In this regard, it is my opinion that this policy has been satisfied, while noting that this policy only requires that certain areas be 'avoided where possible'.</p> <p>In fact, there are no hydrologic features directly</p>

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
		impacted by the MW2-S2 lands, other than the overall drainage to Etobicoke Creek and the embedded PSW. The design of the MW2-S1 and MW2-S2 lands will match as closely as possible the existing drainage patterns to ensure that the flow regime of the Etobicoke Creek system is unaltered. Where required and as identified in the CEISMP, SWM facilities are proposed to control post-development flows to the targets established by the TRCA in the Etobicoke Creek Hydrology Study Impact (2013) and in the AMEC EIS (2014) in order to mitigate impacts related to development of the MW2-S1 and MW2-S2 lands.
2.2.8.3 g)	<p>Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:</p> <p>g) Prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:</p> <ul style="list-style-type: none"> i. Expansion into specialty crop areas is prohibited; ii. Reasonable alternatives that avoid prime agricultural areas are evaluated; and iii. Where prime agricultural areas cannot be avoided, lower priority agricultural lands are used. 	<p>The work completed in support of MW2-S2 focused on the impacts of the proposed settlement area expansion on agriculture. From a locational perspective, a review of alternative locations has focused on those lands that are identified on Schedule D as being within a study area boundary subject to Policy 5.4.3.2.7 of the ROP.</p> <p>This section indicates that the lands within this study area boundary are expected to be the location within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur.</p> <p>This same policy also indicates that a MCR would be required to justify the expansion of the urban area into the study area and that an amendment to the ROP would be required.</p> <p>As a consequence of the above, the ROP has established the principle of potentially developing lands within the MW2-S2 lands for future population and employment needs.</p> <p>Given that the MW2-S2 settlement area expansion is considered to be a logical settlement area expansion that establishes logical community boundaries, it is anticipated that a broader review of all potential settlement area expansion options would be carried out to fully implement the 2041 population and employment forecast.</p>

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
		In addition to the above, refer to the response provided to Section 1.1.3.8 c) of the 2014 PPS in Table 1 to this PJR.
2.2.8.3 g)	<p>Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:</p> <p>g) The settlement area to be expanded is in compliance with the minimum distance separation formulae.</p>	Refer to the response provided to Section 1.1.3.8 d) of the 2014 PPS in Table 1 to this PJR.
2.2.8.3 h)	<p>Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:</p> <p>h) Any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment.</p>	<p>As noted above, the need has been justified. The 2018 AIA discussed in Section 3.3 of this PJR indicates the following:</p> <p><i>The loss of 105 hectares to the agricultural land base will occur over an extended period of time as development phases are implemented into the MW2-S2 lands. The only loss to agricultural infrastructure is the Cook Farm on the east side of Chinguacousy Road. Outside of the MW2-S2 lands, the impacts within the study area are primarily on the two grain storage facilities on the west side of Chinguacousy Road. Lands to the north and west of the grain elevators will remain in cash crop production to provide continued business for the grain elevator operations once the MW2-S2 lands are fully removed from agricultural production.</i></p> <p>The 2018 AIA then proposes a number of reasonable mitigation measures in Section 3.3.5 of this PJR.</p>
2.2.8.3 i)	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive	Refer to the response provided to a similar section in the 2014 PPS in Table 1 of this PJR.

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
	<p>application of all of the policies in this Plan, including the following:</p> <p>j) The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied.</p>	
3.2.5.1 b)	In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will: ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS.	Refer to the response provided to Section 1.6.8.3 of the 2014 PPS in Table 1 of this PJR.
3.2.6.1	Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.	<p>A Financial Impact Assessment was prepared for the MW2-S2 lands in 2018. The Financial Impact Assessment concluded that collectively between water, wastewater and Regional road infrastructure requirements, there will be positive incremental capital cost and servicing differential revenue of about \$51 million.</p> <p>However, the analysis indicated that there would be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2-S2 lands.</p> <p>This is typical, as the services are required to be built and paid for before build-out. However, the Financial Impact Assessment concluded that the revenue from MW2-S1 lands would assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2-S1 and MW2-S2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p>
3.2.6.2	<p>Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</p> <p>a) Opportunities for optimization and</p>	A number of Servicing Studies have been prepared to support the development of the MW2-S2 lands. These studies include a Water and Wastewater Servicing Study as well as a Functional Servicing Report. It is noted that future subdivision applications within the MW2-S2 lands will also

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
	<p>improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;</p> <p>b) The system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;</p> <p>c) A comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:</p> <p>i. Demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;</p> <p>ii. Identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2014, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and</p> <p>iii. Identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.</p> <p>d) In the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and</p> <p>e) Plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.</p>	<p>require the submission of a functional servicing report that will address water, wastewater and stormwater. Below is a summary of the conclusions reached in the above-mentioned studies.</p> <p>With respect to water services the trunk watermain sizes for the major roads has been confirmed as adequate by the Region and are consistent with the Region’s Development Charge Background Study. In addition, the trunk watermains have been properly sized to account for the population planned for the MW2-S2 lands in terms of minimum flow, fire flow, maximum daily and hourly flows and pressure. With respect to the local watermains, the detailed design will be carried out at the subdivision application phase.</p> <p>With respect to wastewater, the proposed trunk sanitary sewers within MW2-S2 lands have been sized to accommodate 80 people and jobs/ha, which is greater than the proposed density on the 2019 Draft Concept Plan. Regional staff has confirmed the existing trunk sewer downstream of the MW2 lands can accommodate this density as well. It was noted that the future external lands (between Old School Road and the Etobicoke Creek valley from Chinguacousy Road to Highway 10) have been considered in the Stage 2 sanitary sewer sizing, but will be subject to Comprehensive Municipal Planning which will determine the ultimate servicing strategy for the external lands.</p> <p>Lastly, the following comments were made on stormwater management:</p> <p><i>With respect to stormwater management, the FSR describes the drainage area and imperviousness contributing to each SWM facility in the MW2 planning area. The MW2-S2 stormwater management facilities are generally situated in the Etobicoke Creek watershed and are positioned at the natural low points of the catchment areas (with the exception of Pond 1, which drains to the Fletcher’s Creek system). Some portions of the MW2-S2 lands drain to stormwater management facilities within the MW2-S1 lands. These facilities will be constructed in advance of the MW2-S2 planning approvals in order to facilitate full</i></p>

TABLE 2 - 2019 GROWTH PLAN		
#	Policy	Planning Opinion
		<p><i>development of the MW2-S1 lands.</i></p> <p><i>The preliminary Stage 2 facilities have been sized in the FSR based on increased imperviousness levels compared to those for MW2-S1, in anticipation of the increased population density / higher density land uses. Through the on-going MW2-S2 planning process, the pond encroachments into the Greenbelt will be confirmed by the agencies and the actual pond block sizes and imperviousness levels will be verified as part of the FSR Addendum following completion of the MW2-S2 final land use plan.</i></p> <p>On the basis of the above, it is my opinion that the work completed to date would appear to satisfy the 'equivalency' requirement set out in sub-section c).</p> <p>Subsections d) and e) do not apply to the MW2-S2 lands.</p>
3.2.7.2	<p>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:</p> <ul style="list-style-type: none"> 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. 	<p>It is noted that this section requires the preparation of a stormwater management plan or equivalent through the consideration of a development proposal. In this regard, the requirements of this section will be satisfied as MW2-S2 is implemented by the Town of Caledon and through the review of individual applications.</p> <p>However, it is noted that the Functional Servicing Report and CEISMP have already considered stormwater management facilities and these are summarized below.</p> <p>The Functional Servicing Report and other Servicing Studies have considered the location of the stormwater management facilities at a high level for the MW2-S2 lands. As noted in response to policy 3.2.6.2, the MW2-S2 stormwater management facilities are generally situated in the Etobicoke Creek watershed and are positioned at the natural low points of the catchment areas (with the exception of Pond 1, which drains to the Fletcher's Creek system).</p> <p>Part A, B and C of the CEISMP has been prepared to inform the land use planning process for the MW2-S2 lands. The CEISMP characterizes the environmental features for the entire MW2 area,</p>

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
		<p>and updates to the CEISMP in 2019 have specifically focused on the MW2-S2 lands. The CEISMP also considered the location of the stormwater management facilities and concluded that they are located within low points of the catchment area.</p> <p>The CEISMP also includes recommendations on low impact development mitigation for infiltration and vegetative swales to address infiltration and runoff.</p>
4.2.1.2	Water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions.	This section requires that the upper tier planning authority identify a water resource system and does not apply directly to the proposed settlement area expansion.
4.2.1.3	<p>Watershed planning or equivalent will inform:</p> <ul style="list-style-type: none"> a) The identification of water resource systems; b) The protection, enhancement, or restoration of the quality and quantity of water; c) Decisions on allocation of growth; and d) Planning for water, wastewater, and stormwater infrastructure. 	<p>The Draft Watershed Planning in Ontario guidance document (MOECC and MNRF, 2018) recognizes that existing information may be considered equivalent to a watershed plan if it fulfils requirements of watershed planning as outlined in the Provincial documents. Similarly, documents may be considered equivalent to water, wastewater or stormwater master plans provided that they can be used by municipalities and planning authorities to inform land use and infrastructure planning and decision-making. Equivalent studies are:</p> <p><i>“Collectively, existing, enhanced or new assessments, studies, and plans provided that they achieve or exceed the same purposes, as required by policies within the plans” (MOECC and MNRF, 2018)</i></p> <p>On the basis of the above, it is my opinion that the CEISMP functions as the equivalent study to watershed planning as required in policy 4.2.1.3 of the Growth Plan.</p>
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.	Part A, B and C of the CEISMP has been prepared to inform the land use planning process for the MW2-S2 lands. The CEISMP characterizes the environmental features for the entire MW2 area, and updates to the CEISMP in 2019 have specifically focused on the MW2-S2 lands. It is my opinion that these studies, when eventually finalized will satisfy the 'equivalency' requirement of the 2019 Growth Plan.

TABLE 2 - 2019 GROWTH PLAN

#	Policy	Planning Opinion
4.2.6.3	Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed. Where appropriate, this should be based on an agricultural impact assessment.	The 2018 AIA proposes a number of mitigation measures as per Section 3.3.5 of this PJR.

5.4 GREENBELT PLAN (2017)

In 2005, the Province of Ontario created the Greenbelt Plan, to permanently protect about 728,000+ hectares (1.8 million acres) of agricultural lands and ecological features/systems, from urban development, within the Greater Golden Horseshoe and beyond. The Greenbelt Plan was established under Section 3 of the *Greenbelt Act, 2005*. The Greenbelt includes the previously protected Oak Ridges Moraine and Niagara Escarpment. The main objectives of the Greenbelt Plan are to:

- *Support agricultural land and promote agriculture production;*
- *Protect natural heritage features and systems;*
- *Advance opportunities for culture, recreation and tourism;*
- *Provide for viable rural settlements; and,*
- *Promote sustainable infrastructure and natural resource use.*

The Greenbelt Plan establishes a policy framework that identifies where urbanization shall not occur to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan generally identifies a 'Protected Countryside' that is made up of an Agricultural System and a Natural System, together with a series of settlement areas. The Agricultural System is made up of specialty crop, prime agricultural and rural areas. The Natural System identifies lands that support both natural heritage and hydrologic features and functions. Both systems maintain connections to the broader agricultural and natural systems of southern Ontario.

None of the lands within the proposed MW2-S2 settlement area expansion are included in

the Greenbelt Plan area, Niagara Escarpment Plan area, or Oak Ridges Moraine Conservation Plan area.

Notwithstanding the above, it is recognized that the northern limit of the MW2-S2 lands abut lands that are within the Greenbelt Plan (Etobicoke Creek).

It is also noted that the 2019 Draft Concept Plan includes a multi-use trail within the Greenbelt Plan area. However, this will require some additional thought to ensure that encroachments into key features are not proposed. In addition, the design and construction of the multi-use trail will require some additional work. In any event, connections are provided to the multi-use trail along both sides of the railway line, via McLaughlin Road via a park (Park P2) and by a 50-metre-wide Greenway Corridor extending from the Spine Road to the Greenbelt.

5.5 ENHANCEMENTS TO THE 2019 DRAFT CONCEPT PLAN

5.5.1 Overview

Throughout the process of preparing the supporting technical reports and updating existing reports, the Draft Concept Plan for the MW2-S2 area has evolved.

In this regard, the latest 2019 Draft Concept Plan is dated August 8, 2019. The 2019 Draft Concept Plan has also been updated based on input from the Region received on July 18, 2019.

In this regard and given the shape and extent of the MW2-S2 land area, it is difficult to only focus on what is proposed within MW2-S2 without relating what is proposed in MW2-S1. As a consequence, the location and distribution of land uses as proposed in MW2-

S2 is affected by the location of land uses in MW2-S1 and vice versa.

In terms of the 2019 Draft Concept Plan itself, it recognizes the existing Brampton Christian School and assumes that the school will continue to exist in its current location. However, it is my opinion that at the time the local Official Plan Amendment is completed that consideration is given to alternative uses at that time.

In terms of the rest of the 2019 Draft Concept Plan, about 38% of the housing units will be in the form of primarily townhouses, and these sites are predominantly located in the vicinity of Chinguacousy Road. Rear lanes will access many of these townhouses. The remainder of the lands will be developed with low-density uses. As mentioned previously, a number of parks and trail connections are also proposed and are integrated with the park and trail system in MW2-S1. Further details on how MW2-S1 and MW2-S2 are to be integrated are contained in Section 1.3 of this PJR.

In addition to the above, in a letter dated July 18, 2019 and an updated letter dated October 8, 2019 the Region identified a number of preliminary items that need to be addressed, as the 2019 Draft Concept Plan is refined in the secondary plan process. The Region's comments are reproduced below:

- *Identify the final recommended Natural Heritage System areas and buffers to be protected.*
- *Identify the final refined recommended Stormwater Management Facilities.*
- *Identify setbacks and potential mitigation measures to minimize impacts to Agricultural System, as identified in the Agricultural Impact Assessment.*
- *Provision of a broad mix and range of housing types for a range of income levels.*
- *Identify the location of Affordable Housing in accordance with the results of the affordable housing assessment.*
- *Address the recommendations of the Region's Healthy Development Assessment including but not limited to:*
 - *Increase pedestrian connectivity must be considered. An increase in street connectivity as achieved through smaller residential block sizes and more frequent intersections does not necessarily reduce the efficient use of land. By incorporating a mix of housing forms, that include low and medium density residential options, a similar population yield can be achieved through a connected, permeable street network as through a less connected street design. Street connectivity is consistently shown in health literature as strongly associated with the overall walkability of a community. Based on the health literature, the HAD sets a standard of 75 intersections per square kilometre and an average street block length of 80 m by 180.*
 - *The proposal for window streets along the western side of McLaughlin Road may create a less active street frontage with few direct building entrances onto McLaughlin Road and a wide vehicular right-of-way. Laneway-based townhouses should be considered as it could facilitate a consistent, attractive, pedestrian-oriented streetscape along McLaughlin Road, strengthening its role as a central north-south active transportation corridor with bike lanes and wide sidewalks, and without the need for window streets.*
 - *i) Staff recommended a revised street design for the western portion of the Stage 2 lands be considered. There is an opportunity to reorient several streets immediately adjacent to Chinguacousy Road along a north-south axis and integrate laneway-based housing and midrise buildings along Chinguacousy*

Road as achieved along McLaughlin Road in the Stage 1 Concept Plan.

- *ii) An east-west and north-south street orientation frames McLaughlin and the Spine Roads within the Stage 1 lands, achieving a pedestrian-oriented streetscape along both streets that leads to a central, walkable community node. Similarly, there is also an opportunity for a central square and pedestrian area within the western portion of the Stage II lands, similar to the proposed central square and pedestrian area at McLaughlin Road and the Spine Road within the Stage 1 lands. This would create a walkable, community node for residents to gather and mingle, promoting social interaction and encouraging active modes of transportation.*

5.5.2 Potential Enhancements

In a letter from the Region dated January 29 2018 and another letter dated July 18, 2019, a number of suggestions were made with respect to a previous iteration of the 2019 Draft Concept Plan. Below is a summary of some of those suggestions and some brief responses and recommendations.

1. Add live-work units along the Spine Road and additional commercial development at the western end of the Spine Road at Chinguacousy Road.

Response: The portion of the Spine Road within MW2-S2 should not be considered in isolation of the remainder of the Spine Road in MW2-S1.

In this regard, virtually the entire length of the Spine Road in MW2-S1 is the site of medium-density uses, high-density uses, one secondary school and one commercial area. In addition, a number of live-work units are proposed in the northwest corner of McLaughlin Road and the

Spine Road. In addition, the area around the intersection of McLaughlin Road and the Spine Road is also proposed to be an urban village centre that will contain a wide range and mix of land uses and services.

Notwithstanding the above, it is my opinion that consideration is given to moving some of the medium-density uses located near Chinguacousy Road to the north side of the Spine Road in MW2-S2 to provide for more density along the Spine Road with a more pedestrian oriented streetscape. A rear lane should also access these medium-density uses.

2. Ensure that the number of people and jobs proposed is in line with the previous draft of this PJR.

Response: The 2019 Draft Concept Plan now proposes 6,953 people and 549 jobs.

3. Further information on location of potential transit routes and active transportation routes is requested.

Response: Figure 2.13 in the 2018 Paradigm Report identifies local bus routes. In this regard, a majority of the east-west Spine Road is proposed to be a local bus route with north-south routes proposed on McLaughlin Road and Collector Road D.

Figure 2.14 from the 2018 Paradigm Report also identify potential cycling routes and trail locations as well. In this regard, each of the collector roads are proposed to be designed with bike lanes in mind and a trail network is proposed through the natural heritage system linking the Greenbelt Plan area to the north and Mayfield Road. Other connections into the Greenbelt Plan area are also possible.

4. A funding strategy for transit should be considered in the revised PJR.

Response: A financial agreement dated November 2015 entered into between the Town and it applies to the MW2-S1 and MW2-S2 lands. The landowners provide for the following:

- 0.8 hectares (2 acres) of net developable, fully serviced land free and clear of encumbrances for a transit hub;
- \$2,000,000 for the construction of a Transit Hub;
- Construction of Transit stop pads at all proposed transit stops;
- \$100,000 for the construction of bus shelters;
- Contributions to the phasing-in of transit service as follows:
 - \$900,000 upon the issuance of the 600th Building Permit;
 - \$600,000 upon the issuance of the 1200th Building Permit; and
 - \$400,000 upon the issuance of the 1800th Building Permit.

The above noted financial agreement addresses the comment from the Region. Establishing how a funding strategy would work is beyond the scope of a PJR that establishes the basis for including certain lands within a settlement area. However, it is recommended that this issue be considered through the local Official Plan Amendment process.

5. Further details are requested on the interface between the urban area and the Greenbelt. A number of comments are also made with respect to the siting of the stormwater management ponds in the Greenbelt Plan area.

Response: The 2019 Draft Concept Plan continues to identify four stormwater

management ponds in the Greenbelt Plan area.

It is however noted that if the stormwater management ponds cannot be located in the Greenbelt Plan area that development land outside of the Greenbelt Plan area would be used for stormwater management purposes instead of housing. The loss of land will have an impact on meeting the Growth Plan targets, and would likely require a change in the housing mix to increase the number of medium density housing units in the form of townhouses beyond 38% of the total proposed.

With respect to the interface, the 2019 Draft Concept Plan includes a multi-use trail within the Greenbelt Plan area. However, this will require some additional thought through the local Official Plan Amendment process to ensure that encroachments into key features are not proposed.

In any event, connections are provided to the multi-use trail along both sides of the railway line, via McLaughlin Road via a park (Park P2) and by a 50-metre-wide Greenway Corridor extending from the Spine Road to the Greenbelt. It is also noted that the Greenway Corridor will not be part of the required parkland dedication according to the financial agreement entered into between the Town and the landowners. It is recommended that this be confirmed in the local Official Plan Amendment as well.

5. A number of comments are made with respect to the natural heritage system.

Response: These comments will be dealt with in more detail as part of the discussions that will be held with the Conservation Authority and the Town through the local Official Plan Amendment process.

However, the CEISMP has already identified an NHS that incorporates and preserves all existing natural heritage features located within the expansion area. In addition, corridors are proposed which will link natural heritage features located within the MW2-S2 lands to the Etobicoke Creek valley.

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

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

6. Appropriate edge planning should be provided along the Greenbelt to provide for farming within the Greenbelt Plan area.

Response: It is not expected that agricultural activities will be undertaken within the Greenbelt Plan area adjacent to MW2-S2.

7. A location for affordable housing should be shown.

Response: While this is increasingly becoming a requirement, pre-determining the location of affordable housing at this point would be

premature. It is however suggested that the local Official Plan Amendment process deal with this issue with one of the possible outcomes being the identification of a specific site. It is noted that the draft regulation on inclusionary housing may have an impact on this matter.

Notwithstanding the above, it is noted that the financial agreement entered into between the Town and the landowners indicates the following:

At the time of registration of the plan of subdivision within which lands to be used for affordable housing are located, the Owners shall gratuitously convey such lands, free and clear of all encumbrances and fully serviced, to the Region and Habitat for Humanity, for the purposes of affordable housing. Given the limited water allocation currently available to the Community, and the need for the Owners to utilize available water service for market housing to assist in financing community infrastructure (as contemplated in this Agreement) in the earlier stages of development of the Community, the parties agree that the Town will not process site-specific development applications for affordable housing until the Region allocates additional servicing to the Community as a result of the completion of the Region's Alloo Reservoir project.

With respect to the actual dedication of land for affordable housing, the above noted agreement also states the following:

The Owners acknowledge and agree that the affordable housing requirement is approximately 1.9 hectares (4.7 acres) of net developable land for the Stage 1 Lands and approximately 1.0 hectares (2.5 acres) of net developable land for the Stage 2 Lands (provided that the Stage 2 Lands proceed to develop). The location and configuration of the lands for affordable housing will be determined through preparation of the DSSP (defined in subparagraph 13(1)) below for the Community.

8. As a result of the Region's Healthy Development Assessment (HDA), a number of recommendations were made on the 2019 Draft Concept Plan. These comments have been reproduced below.

The following preliminary list of items that need to be addressed as the Concept Plan is refined in the Secondary Plan:

1. *Identify the final recommended Natural Heritage System identifying features, areas and buffers to be protected.*
2. *Identify the final refined recommended Stormwater Management Facilities.*
3. *Identify setbacks and potential mitigation measures to minimize impacts to Agricultural System, as identified in the Agricultural Impact Assessment.*
4. *Provision of a broad mix and range of housing types for a range of income levels.*
5. *Identify the location of Affordable Housing in accordance with the results of the affordable housing assessment.*
 - a. *Address the recommendations of the Region's Healthy Development Assessment including, but not limited to: Increased pedestrian connectivity must be considered. An increase in street connectivity as achieved through smaller residential block sizes and more frequent intersections does not necessarily reduce the efficient use of land. By incorporating a diverse mix of housing forms, that include low and medium density residential options, a similar population yield can be achieved through a connected, permeable street network as through a less connected street design. Street connectivity is consistently shown in the health literature as strongly associated with the overall walkability of a community. Based on the health literature, the HDA sets a*

standard of 75 intersections per square kilometre and an average street block length of 80m by 180.

- b. *The proposal for window streets along the western side of McLaughlin Road may create a less active street frontage with few direct building entrances onto McLaughlin Road and a wide vehicular right-of-way. Laneway-based townhouses should be considered as it could facilitate a consistent, attractive, pedestrian-oriented streetscape along McLaughlin Road, strengthening its role as a central north-south active transportation corridor with bike lanes and wide sidewalks, and without the need for window streets.*
- c.
 - i) *Staff recommended a revised street design for the western portion of the Stage 2 lands be considered. There is an opportunity to re-orient several streets immediately adjacent to Chinguacousy Road along a north-south axis and integrate laneway-based housing and midrise buildings along Chinguacousy Rd as achieved along McLaughlin Rd in the Stage 1 Concept Plan.*
 - ii) *An east-west and north-south street orientation frames McLaughlin and the Spine Roads within the Stage 1 lands, achieving a pedestrian-oriented streetscape along both streets that leads to a central, walkable community node. Similarly, there is also an opportunity for a central square and pedestrian area within the western portion of the Stage II lands, similar to the proposed central square and pedestrian area located at McLaughlin Road and the Spine Road within the Stage 1 lands. This would create a walkable,*

community node for residents to gather and mingle, promoting social interaction and encouraging active modes of transportation.

Response:

Additional detail on the Region's Healthy Development Assessment has been provided in Section 6.5 of this Report. However, and as noted above, the Region agreed to defer their comments related to Healthy Development to the Local Official Plan Amendment process. It is also noted that the comments made by the Region are intended to be suggestions to consider further.

6.0 PEEL PLANNING FRAMEWORK

6.1 INTRODUCTION

6.1.1 2007 Official Plan Review

The Region of Peel initiated its Growth Plan Conformity exercise in 2007 known as the Peel Region Official Plan Review (PROPR). The purpose of PROPR was to bring the ROP into conformity with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan as they existed at the time (i.e. pre-2014 PPS and 2019 Growth Plan). The PROPR process resulted in twelve ROPAs as follows:

1. *ROPA 20 – Sustainability & Energy*
2. *ROPA 21A – Air Quality & Integrated Waste Management*
3. *ROPA 21B – Natural Heritage & Agriculture*
4. *ROPA 22 – Transportation*
5. *ROPA 23 – Housing*
6. *ROPA 24 – Growth Management, Employment Areas & Greenbelt Conformity*
7. *ROPA 25 – Monitoring & Planning and Conservation Land Amendment Act*
8. *ROPA 26 - Variety of matters including intensification incentives*
9. *ROPA 27 - Age-Friendly Planning and other matters*
10. *ROPA 28 - Expansion to Bolton Rural Service Centre (Employment)*
11. *ROPA 29 - Expansion to Mayfield West Rural Service Centre (Residential and Employment)*
12. *ROPA 30 - Expansion to Bolton Rural Service Centre (Residential)*

6.1.2 ROPA 24

The ROPA 24 process began in 2009 with the release of the report entitled “Places to

Prosper – Managing Growth in Peel Region” dated September 2009. The purpose of the report and the overall ROPA 24 process was summarized in Section 1.1 of the report as follows:

The fast pace of development in Peel Region has led to the creation of vibrant new planned communities with housing, employment and infrastructure and a mix of other characteristics. As this pace of growth continues, it has become increasingly important to chart a vision for the Region that makes the best use of infrastructure while planning for continues prosperity.

As a result, this document has been created. Places to Prosper is not simply a discussion paper about growth, it is a reflection on how to best manage growth in the context of the Peel Region Official Plan Review (PROPR) exercise.

This is to ensure that growth is a solid financial investment that occurs in a sustainable manner and creates significant economic opportunities, provides needed social services, protects and enhances the environment, while celebrating the cultural assets of the Region.

Within Appendix C to the above report, a number of assumptions were presented with respect to future population growth. In this regard, it was suggested that the adjusted 2031 municipal population targets be 807,000 for Mississauga, 727,000 for Brampton and 111,000 for the Town of Caledon.

Upon the adoption of ROPA 24, the amendment with all required documentation was submitted to the Ministry of Municipal Affairs and Housing (MMAH) for its approval. On October 27, 2010 the MMAH issued a draft decision containing 110 proposed modifications and two non-decision items.

However, MMAH indicated in its letter that it was open to further discussions to address its proposed modifications. One of the non-decision items was related to the allocation of

growth to the area municipalities, particularly Caledon and Brampton.

A Land Budget Report in support of ROPA 24 was then released on June 16, 2011. With respect to the product of the land budget, the following was stated in this report:

The land budget is based on a comprehensive demand/supply analysis for residential and employment growth undertaken by each area municipality and the Regional consolidation and adjustment of the area municipal work performed to assure conformity with the Growth Plan. It must be emphasized that the Regional consolidation took into account not only the principles and policies of the Growth Plan but also considered the growth management objectives of each area municipality.

The resulting land budget demonstrates that the Region is planning to:

- *Accommodate the Growth Plan population and employment forecasts;*
- *Exceed the Growth Plan residential intensification target of 40%;*
- *Achieve the Growth Plan greenfield density target of 50 residents and jobs per hectare;*
- *Exceed the Growth Plan urban growth centre density target of 200 residents and jobs per hectare; and*
- *Justify the need for settlement expansions.*

It was through this land budget process that the 2031 population allocation was confirmed.

6.1.3 Current Official Plan Review

On December 12, 2013, Region of Peel Council endorsed a work plan for the Peel 2041 Regional Official Plan Review (Peel 2041) process. Following the release of the 2014 PPS, this work plan was updated to reflect new requirements for growth management and age-friendly planning.

Since the last Regional Official Plan review was completed in 2012, the Province has introduced a number of legislative and policy initiatives. The Peel 2041 process identified ten areas for which the ROP is being reviewed.

In the fall of 2013, the Region established a Regional Growth Management Committee to address key issues associated with management growth within the Region. This Committee included staff from Planning, Water and Wastewater, Transportation and Corporate Finance divisions that have been working together towards an integrated approach to manage growth.

According to a Council Report from October 26, 2017, a key aspect of this approach to managing growth was integrating financing and servicing considerations into planning decisions early in the process.

On October 26, 2017 (October 2017 Report), Region of Peel staff delivered a report to Council that provided an update on the Region's 2041 Growth Allocation and Growth Management Regional Official Plan Amendment. The October 2017 Report included the following appendices:

- Peel 2041: Planning for Growth and Managing Risk, Hemson Consulting, September 2017 (Hemson Report);
- Draft Growth Management Regional Official Plan Amendment (ROPA);
- Land Budget Report;
- Peel 2041 Population and Employment Summary by Planning Community, October 2017;
- Employment Strategy Discussion Paper, Cushman and Wakefield, September, 2017; and,

- Mayfield West Phase 2 Stage 2 Planning Justification Report for Settlement Area Expansion, Meridian Planning, August 2017.

The October 2017 Report indicated that the draft ROPA is based on a land budget methodology that reflected industry best practices and a robust approach to compliance with Growth Plan policies.

It was also noted that refinements might be required as a result of the Provincially mandated land budget methodology that will be released by the Province at a later date.

The table below from the Draft ROPA identified the estimated 2016 population and employment figures by municipality and the allocation for each to 2031 and 2041.

Municipality	2016 (Current Estimate)		2031 2017 Draft Allocation		2041 2017 Draft Allocation	
	Population	Employment	Population	Employment	Population	Employment
Brampton	614,000	203,000	812,000	265,000	890,000	325,000
Caledon	69,000	28,000	116,000	51,000	160,000	80,000
Mississauga	746,000	474,000	942,000	534,000	920,000	565,000
Peel	1,429,000	706,000	1,770,000	878,000	1,970,000	970,000

Based on the table above, the Town of Caledon is forecasted to accommodate a population of 116,000 people by 2031 and 160,000 people by 2041. The Town is also forecasted to accommodate 51,000 jobs by 2031 and 80,000 jobs by 2041.

Until 2030, the Region is planning to achieve a minimum intensification target of 50%. The Draft ROPA introduced a new minimum residential intensification target of 60% for the Region of Peel for the 2031 to 2041 period.

The October 2017 Report indicated that the Draft ROPA excluded employment areas from the calculation of Greenfield densities. The Draft ROPA also indicated that the minimum density requirements were different for Designated Greenfield lands in effect before (60 residents and jobs per hectare) and after

(80 residents and jobs per hectare) July 1, 2017.

The following was also indicated in the October 2017 report on MW2-S2:

Located in the southwest part of the Town of Caledon, the rural Service Centre of Mayfield West is planned to be a compact, vibrant, well integrated community with plans to achieve a net ecological gain, support a range and mix of housing, promote walking, cycling and future transit opportunities, and maximize conservation of water, waste and energy.

Through ROPA 29, the Mayfield West settlement boundary (Mayfield West Phase 2) was expanded and added approximately 207.5 hectares of developable lands to the Regional OP to implement the 2031A population and employment forecasts allocated to the Town of Caledon as part of ROPA 24. Although the planning work contemplated a larger community consistent with more logical neighbourhood planning boundaries, the Town of Caledon chose to limit the original expansion in order to meet specific density and allocation targets associated with Provincial Growth Plan compliance at that time.

In terms of whether a further expansion of Mayfield West in the form of MW2-S2 is appropriate, the following was stated in the October 2017 Report:

Based on the review of the work to date continued expansion of Mayfield West through the proposed settlement expansion appears to represent a logical and integrated approach to support the Region in meeting the 2017 Provincial growth plan targets. The expansion would also be consistent with achieving Greenfield area density targets of 80 people and jobs per hectare and minimum intensification targets set out in the Growth Plan.

As such, expansion of the Mayfield West Rural Service Centre by approximately 105 hectares and 8500 people and jobs is recommended to be considered as part of this draft Growth Management ROPA for the next stages of

consultation on the draft ROPA. Regional staff will continue to review the planning justification, MCR requirements and technical matters. Final recommendations by Peel staff regarding the proposed Mayfield West Phase 2, Stage 2 settlement expansion would be made following this process at the time of final recommendations on the draft ROPA. Alternatively, if this technical process is still underway, settlement expansion for Mayfield West would need to be considered through a subsequent ROPA process.

In terms of the increment of growth anticipated to 2041, It was also indicated by Hemson in one of the supporting reports that an additional settlement expansion beyond MW2-S2 will be required to accommodate growth in Peel to 2041 in the order of 550 hectares for community areas and 730 hectares for employment areas.

6.2 REGIONAL REQUIREMENTS FOR A SETTLEMENT AREA EXPANSION (PRE-2019 GROWTH PLAN)

Both the Growth Plan and ROP (as amended by ROPA 24), require that a settlement area boundary expansion only be undertaken as part of a MCR, which is a municipally initiated comprehensive study process.

It is recognized that the current MCR process as set out in the 2019 Growth Plan requires that only upper tier and single tier municipalities can initiate a MCR.

This contrasts with the previous approach in the Region of Peel where the Region was responsible for determining what the population and employment allocation should be and it was then the responsibility of the Town of Caledon to identify preferred locations for settlement area expansions. In accordance with the 2019 Growth Plan, it is now the responsibility of the upper tier and single tier to also identify settlement area expansions.

Notwithstanding the above, ROPA 24 remains valuable and worth reviewing in this case, since the ROP as amended by ROPA 24 remains in effect until it is updated to conform to the 2019 Growth Plan.

On the basis of the above, **Table 3** below reviews the proposed MW2-S2 settlement area expansion for compliance with and conformity to the relevant policies in the ROP (pre-2019 Growth Plan).

TABLE 3 - REGION OF PEEL OFFICIAL PLAN

POLICY	RESPONSE
<p>5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan.</p>	<p>Given Section 2.2.7.4 of the 2019 Growth Plan, working in tandem with Section 2.2.7.2, the minimum density target for the MW2-S2 lands is 50 residents and jobs combined per hectare. This is the same density target in ROPA 24 and OPA 226. This minimum density will conform to the 2019 Growth Plan.</p>
<p>7.9.2.12 Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a municipal comprehensive review which demonstrates the following (a) to p):</p>	
<p>a) That the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3.</p>	<p>The population, household and employment growth forecasts contained in Table 3 of the ROP implement the 2031A Growth Plan forecasts. As a result of the 2031B forecast (which is now the 2031 forecast in the current 2019 Growth Plan), and the 2041 forecast, there is a need for the Region to update Table 3.</p>
<p>b) That sufficient opportunities, as determined by the Region, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through intensification and in designated greenfield areas.</p>	<p>It has been confirmed in the October 2017 Report prepared by the Region that additional Greenfield lands will be required to accommodate growth to 2041.</p>
<p>c) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan.</p>	<p>Given Section 2.2.7.4 of the 2019 Growth Plan, working in tandem with Section 2.2.7.2, the minimum density target for the MW2-S2 lands is 50 residents and jobs combined per hectare. This is the same minimum density target in ROPA 24 and OPA 226.</p>
<p>d) That the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031.</p>	<p>The MW2-S2 expansion is required to partially implement the 2031B Growth Plan forecast, however, the result if implemented would be a further 'interim' boundary for Mayfield West. The purpose of the MW2-S2 expansion is to ensure that land is made available for the 2041-planning horizon established by the 2019 Growth Plan.</p>
<p>e) Conformity with the Regional Official Plan.</p>	<p>See Sections 6.3 and 6.4 of this PJR.</p>
<p>f) Environmental and resource protection and enhancement including the identification of a</p>	<p>Refer to the response provided to Sections 2.2.8.3 d) and e) of the 2019 Growth Plan in Table 2 to this PJR.</p>

TABLE 3 - REGION OF PEEL OFFICIAL PLAN

POLICY	RESPONSE
natural heritage system, in accordance with the policies of this Plan.	
g) That there are no reasonable alternative locations which avoid Prime Agricultural Areas.	Refer to the response provided to Section 1.1.3.8 c) of the 2014 PPS in Table 1 to this PJR.
h) Within the Prime Agricultural Area there are no reasonable alternative locations on lower priority agricultural lands.	Refer to the response provided to Section 1.1.3.8 c) of the 2014 PPS in Table 1 to this PJR.
i) Impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible.	Refer to the response provided to Section 2.2.8.3 h) of the 2019 Growth Plan in Table 2 to this PJR.
j) Compliance with the minimum distance separation formula	Refer to the response provided to Section 1.1.3.8 d) of the 2014 PPS in Table 1 to this PJR.
k) Fiscal impact analysis	Refer to the response provided to Section 2.2.8.3 b) of the 2019 Growth Plan in Table 2 to this PJR.
l) The ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner.	Refer to the response provided to Sections 2.2.8.3 c) and d) of the 2019 Growth Plan in Table 2 to this PJR.
m) The sustainable development imperatives in Section 1.3.5 have been addressed.	Refer to Section 6.3 of this PJR.
n) Other relevant Regional interests as may be confirmed through pre-consultation.	The Town has consulted with the Region throughout the MW2-S2 process.
o) Proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.	The proposed settlement area boundary expansion does not contain any lands that are part of the Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan. Lands adjacent to the Greenbelt Plan were reviewed in preparing the natural heritage system.
p) In determining the most appropriate location for expansions to the	Refer to the response provided to a similar section in the 2014 PPS in Table 1 of this PJR.

TABLE 3 - REGION OF PEEL OFFICIAL PLAN

POLICY	RESPONSE
boundaries of settlement areas the policies of Sections 2 and 3 of the Provincial Policy Statement, 2005 are applied.	

6.3 SECTION 1.3.5 (AS PER SECTION 7.9.2.12 M)

Section 1.3.5, Themes of the Plan, states in part the following: *“The over-arching theme of this Plan is sustainability...”* which is based on a framework consisting of the following sustainable development imperatives: (a) environmental; (b) social; (c) economic; and (d) cultural. The brief discussion below is intended to demonstrate how each of the imperatives was generally considered as part of the MW2 Stage 2 process to date.

6.3.1 Environmental Imperative

The following is indicated with respect to the environmental imperative in the ROP:

The environmental imperative is to protect, enhance and foster self-sustaining, Regional, Native biodiversity while reducing and measuring the impact of development on the ecosystem based on an integrated systems approach.

It is further indicated that the imperative seeks to reduce greenhouse gas emissions and other pollutants while promoting best practices in sustainable development including the use of green development standards, energy and water efficient systems and living within the carrying capacity of Peel’s supporting ecosystems.

To a very large extent, this imperative can be satisfied by directing new development to urban areas thereby minimizing the

consumption of lands and impacts on the natural environment.

It is also noted that there are a number of policies in OPA 222 that will most likely be applied and included in the OPA for MW2 Stage 2. These policies require the preparation of a community-wide Environmental Implementation Report which is intended to ensure that the natural heritage goals and objectives, associated targets and management strategy identified in the supporting documentation will be implemented on a community-wide basis.

In addition, it is anticipated that the environmental policies dealing with the Environmental Policy Area and Greenway corridors as per Section 7.14.16.2 of the Caledon OP will also be applied to the MW2-S2 area as well. In addition, there are a number of policies dealing with stormwater management facilities in Section 7.14.17.3 that also support the environmental imperative such as through the implementation of low impact development techniques.

Section 7.14.18 of the Caledon OP also deals specifically with the conservation of water and energy and it requires that all residential homes be designed and constructed with water and energy conservation, efficiency, and reuse systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the Building Code Act.

It is noted as well that Caledon also has a **Green Development Program**, which is a

voluntary program that provides development charge discounts for new green commercial and industrial buildings. Through this program, Caledon enables developers to create more sustainable projects in its communities.

The Town also has **Corporate Green Building Standard** that sets out Caledon's commitment to incorporate sustainable building design principles into the planning, design, and construction of new municipal buildings and major renovations of existing buildings. Sustainable building design can lead to monetary savings, reduced environmental impact and a healthier and a more productive working environment.

In November 2013 Caledon Council adopted a new **LED Outdoor Lighting Standard**. Accordingly, new residential subdivisions, and industrial and commercial sites, including those within MW2-S1 and MW2-S2 will be required to use light emitting diode (LED) streetlights. Among the advantages of using LED streetlights over high-pressure sodium streetlights include a much lower power consumption ranging from 40-70% energy savings.

6.3.2 Social Imperative

The social imperative is to create conditions, in this case, communities and neighbourhoods that encourage healthy behaviours and lifestyles, and respect for one another. The proposed MW2-S2 expansion provides for the planning and design of a complete community with a diverse mix of land uses, a range and mix of housing and employment types, high quality public open space and easy access to local amenities and services such as schools, parks and recreation facilities. The addition of the MW2-S2 lands to Mayfield West allows for the development of the necessary linkages between McLaughlin Road and Chinguacousy Road and the development of one additional school and the additional

housing required to meet the 2031 and 2041 Growth Plan forecasts.

6.3.3 Economic Imperative

The intent of the economic imperative is to promote a strong, vibrant and prosperous economy that operates within the sustainability theme while encouraging environmentally friendly businesses and business practices, providing for an adequate supply of future employment lands, convenient, efficient and effective public transportation system, sustainable infrastructure and services to support a diverse and growing economy including local employment and financial sustainability.

In addition, one of the keys to a successful economy is ensuring that there is a sufficient supply of land for new housing and employment opportunities and in this particular case, it has been determined by the Province that Peel Region is required to accommodate a certain amount of population and employment by 2031 and 2041.

In order to meet this Provincial requirement, additional lands are required and the MW2-S2 lands will fulfill part of that requirement. It is anticipated that the creation of new housing in MW2-S2 will stimulate the local and regional economy by providing direct, indirect (i.e. employment multiplier or spin-off effects) and temporary (i.e. construction) employment growth to the broader area.

The MW2-S2 expansion will also generate induced employment impacts associated with increased labour income and wealth generated from local employment opportunities. In turn, this will stimulate growth in household savings, taxation, and the consumption of goods and services within the local and regional economy.

6.3.4 Cultural Imperative

As mentioned previously in this PJR, an updated Cultural Heritage Assessment was carried out in 2017.

In this updated report, specific recommendations are made regarding 12259 Chinguacousy Road and 12461 McLaughlin Road. 12259 Chinguacousy Road (which is identified as CHR 1) is also known as the Cook Property. The 2017 Cultural Heritage Survey indicates that of the remaining cultural heritage resources within the general area, this property is the most significant and intact. 12461 McLaughlin Road (CHR 3) is also on the Town's heritage register and it is recommended that it remain. Recommendations are made with respect to how these two properties and the important buildings contained on them can be retained.

The study area for the MW2-S1 archaeological assessment completed in 2008 included all of the MW2-S2 lands. It was recommended that all development be subject to a Stage 2 assessment prior to development, which is a standard recommendation.

6.4 OTHER REGIONAL POLICIES

Section 7.9.2.12 e) of the ROP requires that the settlement area expansion be in conformity with the ROP.

In this regard, the policies that are the most relevant to the MW2-S2 settlement area expansion are found in Section 5.5 (Growth Management) of the ROP. In this regard, there are a number of objectives in Section 5.5.1 that are directly relevant. These are below:

- *Section 5.5.1.2 – to establish intensification and Greenfield density targets*
- *Section 5.5.1.3 – to manage growth based on the growth forecast and intensification targets and Greenfield density targets of this plan*

- *Section 5.5.1.5 – to optimize the use of the existing and planned infrastructure and services*
- *Section 5.5.1.6 – to support planning for complete communities in Peel that are compact, well designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space and easy access to retail and services to meet daily needs*
- *Section 5.5.1.7 – to protect and promote human health*

In addition, Section 5.5.2.3 indicates the following:

It is the policy of Regional Council to develop compact, transit-supportive communities in designated Greenfield area.

Section 5.5.4 then deals with Greenfield density. The objectives in Section 5.5.4.1 are as follows:

- *To plan and designate Greenfields to contribute to complete communities;*
- *To achieve compact urban forms within the designated Greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- *To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- *To optimize the use of designated Greenfield areas;*
- *To enhance the natural environment and resources; and,*
- *The manage Greenfield growth to support Peel's economy.*

The Ultimate Community Plan developed for MW2 in 2013 and then refined in the years following (for example the 2019 Draft Concept Plan) is designed to implement the above objectives and the related policies since it will

provide for the establishment of a complete community with a compatible and diverse mix of land uses to support vibrant neighbourhoods.

The development form is compact and efficient at 71.1 persons and jobs per hectare which supports active transportation including walking and cycling. The plan supports diverse land uses such as medium density housing and employment in proximity to public open spaces.

The establishment of this complete community will also support Peel’s economy by providing the additional housing that is required to accommodate and implement the 2031 and 2041 Growth Plan forecasts.

In addition to the above, the MW2-S2 settlement area expansion supports Section 5.3.1.3 that states the following:

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

In addition, the proposed settlement area expansion supports another general objective as set out in Section 5.3.1.5 as follows:

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

6.5 HEALTHY DEVELOPMENT ASSESSMENT

Section 7.4 of the ROP establishes a number of policies on healthy communities and the built environment. This section requires health assessments to be incorporated into the development and review process through the Region’s Healthy Development Assessment (HDA) tool.

In 2016, the Region of Peel published a Healthy Development Assessment (HDA) tool that aims to assist planning and development stakeholders in creating healthy, supportive environments for Peel residents. The HDA establishes six core elements of the built environment that contribute to healthy communities and these include:

- Density
- Service Proximity
- Land Use Mix
- Street Connectivity
- Streetscape Characteristics
- Efficient Parking

On September 13, 2017, the Region provided a letter to the Town indicating that the Regional Health Staff conducted a HDA on the Draft Concept Plan for the MW2-S2 lands. The Draft Concept Plan scored 74.5% (41/55), which equates to a silver certification.

Below are a few high level comments on each of the core elements that are assessed in the HDA.

With respect to density, the HDA indicated that the planned density on the Draft Concept Plan would exceed the Region’s overall density target.

With respect to service proximity, the HDA indicated that most dwelling units are within 400 metres of a planned transit stop. The HDA noted that most of the Draft Concept Plan generally met the requirements for distance to green open space except for the southwest area in MW2-S2, which is not currently within a 5 minute walk to green open space. In this regard, it is suggested that the Chinguacousy and Mayfield Road intersection be

strengthened to improve the access to the service.

With respect to land use mix, the HDA indicates that the Draft Concept Plan contains a mix of housing options.

With respect to street connectivity, the HDA indicates that the block sizes and number of intersections are generally good, however there are some longer blocks and window streets proposed along the northerly section of McLaughlin Road that could be reconsidered.

With respect to streetscape characteristics, the HDA indicates that the Town of Caledon Official Plan should include policies to ensure that certain streetscape matters are implemented at the detailed design stage. These include sidewalks, bicycle paths, street furniture, pedestrian-scaled lighting and traffic calming and clearly marked pedestrian crossings.

With respect to efficient parking, the HDA indicated that the policies that are in place for the MW2-S1 lands, which require parking standards in the implementing Zoning By-law, should also be applied to the MW2-S2 lands.

On the basis of the above, the Region's HDA Findings and Recommendations letter indicates that in general the MW2-S2 Draft Concept Plan scored well, however three recommendations were identified and these included:

- Smaller block sizes and more frequent intersections;
- Implementing stronger policy language; and,
- Strengthening the Chinguacousy/Mayfield community node.

The above-mentioned comments will be addressed by updates to the Draft Concept

Plan and in the policy language of the Local Official Plan Amendment. As noted earlier in this Report, the Region agreed to defer the HDA comments that apply to the MW2-S2 2019 Draft Concept Plan to the Local Official Plan Amendment process.

6.6 CONCLUSION

On the basis of the analysis contained in this section of the PJR, it is my opinion that the expansion of the Mayfield West settlement area as proposed onto the MW2-S2 lands will conform to the ROP, as it relates to the expansion of settlement areas and the desire to establish and plan for complete communities.

7.0 CALEDON PLANNING FRAMEWORK

7.1 INTRODUCTION

The Town of Caledon OP contains growth management policies that implement a tri-nodal growth concept based on focusing the majority of growth in the Rural Service Centres of Bolton, Caledon East and Mayfield West. ROPA 24 and OPA 226 were intended to implement the 2031A Growth Plan forecast. Both ROPA 24 and OPA 226 anticipated that expansions to settlement area boundaries would occur firstly through an Amendment to the ROP and then through an Amendment to the local OP.

It is recognized that the current MCR process as set out in the 2019 Growth Plan requires that only upper tier and single tier municipalities can initiate a MCR.

This contrasts with the previous approach in the Region of Peel where the Region was responsible for determining what the population and employment allocation should be and it was then the responsibility of the Town of Caledon to identify preferred

locations for settlement area expansions. In accordance with the 2019 Growth Plan, it is now the responsibility of the upper tier and single tier to also identify settlement area expansions.

Notwithstanding the above, the work completed by the Region in 2013 on the appropriateness of Caledon's OPA 222 as it relates to the location of settlement area expansions remains valuable and worth reviewing in this case, since the Caledon OP as amended by OPA 226 remains in effect until it is updated to conform to the 2019 Growth Plan.

The purpose of this section is to review the relevant policies in the Town's OP as amended by OPA 226, as it relates to the MW2-S2 settlement area expansion.

7.2 CALEDON'S POLICY EXERCISE

PROVINCIAL CONFORMITY

Table 4 below briefly reviews the proposed MW2-S2 settlement area expansion for compliance with and conformity to the relevant policies in Caledon's OP, as amended by OPA 226, as part of its MCR.

TABLE 4 - TOWN OF CALEDON OP

POLICY		RESPONSE
4.2.1.1	The Region will only consider approving settlement boundary expansions for Rural Service Centres if they contribute to the achievement of the Regional minimum intensification targets and the Regional Greenfield density target established for 2031.	It has been confirmed in the October 2017 Report that additional Greenfield lands will be required to accommodate growth to 2041.
4.2.3.1	An Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of any settlement. As the boundaries of the Rural Service Centres in Caledon are designated in the Region of Peel Official Plan, a Regional Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of a Rural Service Centre. A municipal comprehensive review is required to expand the boundary of a Village, Hamlet or Industrial Commercial Centre. The Region of Peel Official Plan lists the matters that must be addressed through the municipal comprehensive review in Section 7.9.2.12. The Region will determine if a municipal comprehensive review demonstrates that the requirements of section 7.9.2.12 of the Regional Official Plan are met. The Town of Caledon Official Plan lists the matters that the Town requires to be addressed in a municipal comprehensive review in Section 4.2.3.3.1, based on provincial and regional requirements and local considerations.	See response above.
4.2.3.3.1	Expansions to settlements will require an amendment to this Plan and shall be undertaken through a Municipal Comprehensive Review that will address the following:	
(a)	How the proposed expansion is based on the population and employment forecasts and population allocations in Tables 4.1 to 4.6 of this Plan.	The Town of Caledon OP does not anticipate growth beyond the 2031A Growth Plan projection because the ROP has not been updated in this regard. Once the ROPA for MW2-S2 is implemented through a ROPA, the

TABLE 4 - TOWN OF CALEDON OP

POLICY	RESPONSE
	Town of Caledon OP will then also be updated.
(b) Protection and enhancement of natural environmental and cultural resources, including identification of a natural heritage system.	Refer to the response provided to Sections 2.2.8.3 d) and e) of the 2019 Growth Plan in Table 2 to this PJR.
(c) The potential impact of the expansion on the function and character of the community including those lands in neighbouring municipalities.	As the 2019 Draft Concept Plan demonstrates, new development in MW2-S2 will be closely integrated with development in MW2-S1 and the City of Brampton.
(d) The expansion is a logical and contiguous addition to the existing settlement.	As has already been demonstrated, the MW2-S2 lands have long been planned (for the most part) to be part of the overall Mayfield West settlement area. The inclusion of the MW2-S2 lands will allow for the completion of the community and the establishment of logical western and northern boundaries.
(e) The ability to provide the necessary Regional infrastructure and services including Regional and local transportation infrastructure, water and wastewater servicing in a financially and environmentally sustainable manner.	Refer to the response provided to Sections 2.2.8.3 c) and d) of the 2019 Growth Plan in Table 2 to this PJR.
(f) Fiscal Impact.	Refer to the response provided to Section 2.2.8.3 b) of the 2019 Growth Plan in Table 2 to this PJR.
(g) Sufficient opportunities as determined by the Region to accommodate forecasted growth contained in Section 4.2.4 of this Plan through intensification and in designated Greenfield areas are not available in Caledon.	It has been confirmed in the October 2017 Report that additional Greenfield lands will be required to accommodate growth to 2041.
(h) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and reasonable alternative locations on lands with lower priority in the Prime Agricultural Area.	Refer to the response provided to Section 1.1.3.8 c) of the 2014 PPS in Table 1 to this PJR.
(i) The preparation and conclusions of watershed and sub-watershed studies that also address impacts in neighbouring municipalities within the watershed or sub-watershed area.	The CEISMP that has been prepared for MW2-S2 addresses impacts in neighbouring municipalities within the watershed.
(j) Compliance with minimum distance separation formulae.	Refer to the response provided to Section 1.1.3.8 d) of the 2014 PPS in Table 1 to this PJR.

TABLE 4 - TOWN OF CALEDON OP

POLICY	RESPONSE
(k) The provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan and the Greenbelt Plan.	The proposed settlement area boundary expansion does not contain any lands that are part of the Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan. Lands adjacent to the Greenbelt Plan were reviewed in preparing the natural heritage system.
(l) Conformity with the objectives and policies of the Region of Peel Official Plan; and, the principles, strategic direction, goals, objectives and policies of this Plan.	All relevant and applicable policies in the Regional OP, related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity in Section 6.0 of this PJR. The policies of Section 4.2.3 of the Caledon OP have been reviewed and the proposed MW2-S2 settlement area expansion is supported, as it relates to the location of growth and development.
(m) The expansion makes available sufficient lands for a time horizon not exceeding the timeframe of this Plan.	The timeframe of Caledon's OP is 2031, which will need to be updated when the ROP is updated.
(n) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the Regional and municipal intensification and density targets.	It has been confirmed in the October 2017 Report that additional Greenfield lands will be required to accommodate growth to 2041.
(o) Mitigation of impacts of settlement area expansions on agricultural operations which are adjacent to or close to the settlement area to the greatest extent feasible.	Refer to the response provided to Section 2.2.8.3 f) and h) of the 2019 Growth Plan in Table 2 to this PJR.
(p) The sustainability objectives and policies of Section 3.1 of this Plan.	To a very large extent the completion of the Mayfield West community to Chinguacousy Road on the west and Etobicoke Creek to the north will provide for the development of a complete, integrated and transit-supportive community. It is anticipated that all of the relevant policies in Section 3.1 will be implemented through a future OPA, as was the case with OPA 222 for MW2-S1.
(q) The proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan.	The proposed settlement area boundary expansion does not contain any lands that are part of the Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan. Lands adjacent to the Greenbelt Plan were reviewed in preparing the natural heritage system.

TABLE 4 - TOWN OF CALEDON OP

POLICY	RESPONSE
(r) In determining the most appropriate location for expansions to the boundaries of settlement areas, the policies of Section 2 and 3 of the Provincial Policy Statement, 2005 are applied.	Refer to the response provided to a similar section in the 2014 PPS in Table 1 of this PJR.
5.7.3.1.7 The expansion of existing settlement areas to include EPA will generally be discouraged unless it can be demonstrated that such an expansion would adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures.	No lands within the MW2-S2 are included in the EPA.
5.7.3.7.6 Proposed large-scale development applications, proposed amendments to this plan or settlement area expansion proposals, which include, or are adjacent to EPA, and which may have a substantive impact on broader ecosystems, may be required to complete a comprehensive, broader scale environmental study, such as a Comprehensive EIS & MP or a Sub-watershed Study, prior to any planning and development approvals. Such broader scale investigations may be necessary in order to assess the carrying capacity of the affected ecosystem and the potential cumulative environmental effects of the proposal, within an appropriate environmental framework. The need for and scope of such studies shall be determined jointly by the Town and other relevant agencies.	Refer to the response provided to Sections 2.2.8.3 d) and e) of the 2019 Growth Plan in Table 2 to this PJR.
5.10.3.18 The objectives and policies of the Greenbelt Plan, as generally incorporated into Section 7.13 of this Plan, shall apply to the growth and development of those portions of the Rural Service Centre of Caledon East, the Villages of Caledon and Alton, the Hamlets of Campbell's Cross, Claude and Melville and the Industrial/Commercial Centre of Victoria that are within the Greenbelt	Section 7.13 of the Town of Caledon OP contains policies related to the Greenbelt Plan. None of the lands within the MW2-S2 settlement expansion area are included in the Greenbelt Plan area.

TABLE 4 - TOWN OF CALEDON OP

POLICY	RESPONSE
<p>Plan Protected Countryside, and shall apply to the consideration for expansion of any Settlement Area within or abutting the Greenbelt Plan Area.</p>	
<p>5.10.3.25 Expansions to settlements will require an amendment to this Plan and shall be reviewed on the following:</p> <ul style="list-style-type: none"> (a) Protection of environmental and cultural resources. (b) The potential impact of the expansion on the function and character of the community. (c) The expansion as a logical and contiguous addition to the existing settlement. (d) The adequacy of municipal services and related municipal financial costs. (e) The need and demand for development. (f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area. (g) The preparation and conclusions of watershed and sub-watershed studies. (h) Compliance with minimum distance separation formulae. (i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. (j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan. 	<p>Refer to the comments made on Section 4.2.3.3.1 of the Caledon OP.</p>
<p>6.2.4.1 Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development activities. Secondary Plans may be prepared for</p>	<p>In accordance with Section 5.10.4.3.2.1 of the Caledon OP, an overall secondary plan will be prepared for MW2-S2 in the form of an OPA to address this policy.</p>

TABLE 4 - TOWN OF CALEDON OP

POLICY	RESPONSE
established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. As well a Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement or as a requirement of a Policy Area designation contained in this Plan.	

7.3 CONCLUSION

OPA 226 was the culmination of Caledon’s Provincial Policy Conformity exercise, and forms the basis for settlement area boundary expansions in Caledon to 2031. While OPA 226 did not contemplate the Growth Plan 2031B forecast (which is the same as the current Growth Plan forecast for 2031), and the 2041 forecast, it did establish a policy framework for the consideration of settlement area expansions in the future prior to the coming into effect of the 2017 Growth Plan, and subsequently the 2019 Growth Plan.

ROPA 24 also did the same by establishing the policy framework that supported the implementation of the Growth Plan through a ROPA process. In addition, the ROP as amended by ROPA 29 specifically anticipated a further expansion of the Mayfield West settlement area by stating the following:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.

8.0 REGIONAL EVALUATION CRITERIA

The following 23 evaluation criteria (first column in Table 5) were developed for the Region of Peel by MGP and form the basis for evaluating whether individual settlement area boundary expansions meet the requirements of a MCR, in accordance with the ROP before it

will be amended to conform to the 2019 Growth Plan.

This section of the PJR reviews each of the evaluation criteria in the context of the proposed MW2-S2 settlement area expansion and provides a response (second column in table) with respect to compliance with and conformity to the evaluation criteria. In some instances, the evaluation criteria duplicate policy contained in the ROP and, as such, a response has been provided in earlier sections of this PJR.

TABLE 5 - REGIONAL EVALUATION CRITERIA	
Evaluation Criteria	Response
(1) Is the proposed settlement area boundary expansion being done at the time of a MCR?	Yes.
(2) Is the proposed settlement area boundary expansion based on the population, household, and employment growth forecasts contained in Table 3 of ROPA 24?	Table 3 is in the process of being updated by the Region.
(3) Is there insufficient opportunity to accommodate forecasted growth through: <ul style="list-style-type: none"> i. Intensification? ii. Redevelopment? iii. In Designated Growth Plan Policy Areas? 	It has been confirmed in the October 2017 Report that additional Greenfield lands will be required to accommodate growth to 2041.
(4) Does the expansion make available sufficient lands for a time horizon not exceeding 2031?	Yes, partially.
(5) Will the timing of the settlement area boundary expansion and the phasing of development within the designated greenfield areas adversely affect the achievement of the intensification and density targets of ROPA 24?	No. It has been confirmed in the October 2017 Report that additional Greenfield lands will be required to accommodate growth to 2041.
(6) If applicable, does the settlement area boundary expansion meet the requirements of the Greenbelt Plan; Niagara Escarpment Plan; Oak Ridges Moraine Conservation Plan; and Lake Simcoe Protection Plan?	Not applicable.
(7) Is the necessary infrastructure being provided in a financially and environmentally sustainable manner?	Refer to the response provided to Sections 2.2.8.3 c) and

TABLE 5 - REGIONAL EVALUATION CRITERIA

Evaluation Criteria	Response
	d) of the 2019 Growth Plan in Table 2 to this PJR.
<p>(8) Regarding expansions into Prime Agricultural Areas:</p> <p>(i) Do the lands comprise specialty crop areas?</p> <p>(ii) Are there reasonable alternative locations which avoid the Prime Agricultural Area?</p> <p>(iii) Within the Prime Agricultural Area, are there reasonable alternative locations on lower priority lands?</p> <p>(iv) Have impacts from the proposed settlement area boundary expansion on agricultural operations been mitigated to the greatest extent feasible?</p>	Refer to the response provided to Section 1.1.3.8 c) of the 2014 PPS in Table 1 to this PJR.
<p>(9) Have the policies within Section 2 and 3 of the PPS been applied in determining the most appropriate location for the settlement area boundary expansion?</p>	Yes. Refer to Section 5.0 of this PJR.
<p>(10) Will the settlement area boundary expansion contribute to the overall achievement of the Regional minimum Greenfield density target of 50 people and jobs combined per hectare by 2031?</p>	It will exceed this minimum. Given Section 2.2.7.4 of the Growth Plan, working in tandem with Section 2.2.7.2, the minimum density target for the MW2-S2 lands is 80 residents and jobs combined per hectare. This exceeds the minimum density target in ROPA 24 and OPA 226.
<p>(11) Is the settlement area boundary expansion in conformity to the Regional Official Plan?</p>	Yes.
<p>(12) Have other relevant Regional interests been confirmed through pre-consultation?</p>	Yes.
<p>(13) Does the settlement area boundary expansion protect and enhance the environment and resources, including the identification of a natural heritage system (through an environmental study), in accordance with the policies of ROPA 24?</p>	Yes. Refer to the response provided to Sections 2.2.8.3 d), e) and f) of the 2019 Growth Plan in Table 2 to this PJR.
<p>(14) Is the settlement area boundary expansion in compliance with the minimum distance separation formula?</p>	Yes. Refer to the response provided to Section 1.1.3.8 d) of the 2014 PPS in Table 1 to this PJR.
<p>(15) Has a fiscal impact analysis been completed?</p>	Yes. Refer to the response provided to Section 2.2.8.3 b) of the 2019 Growth Plan in Table 2 to this PJR.
<p>(16) Is the settlement area boundary expansion outside of the Greenbelt Plan area?</p>	Yes

TABLE 5 - REGIONAL EVALUATION CRITERIA

Evaluation Criteria	Response
(17) In permitting expansions into rural areas within the Protected Countryside, have the settlement area policies of the Greenbelt Plan and ROPA 24 been applied?	Not applicable. Does not include lands within the Greenbelt Plan
(18) Does the settlement area boundary expansion encompass areas within the Protected Countryside (as identified in the Greenbelt Plan)? Have the policies within section 2.2.10.5 of ROPA 24, including the requirements regarding EA's, been fulfilled?	Not applicable. Does not include lands within the Greenbelt Plan.
(19) Is the settlement area boundary expansion occurring within a Hamlet in the Protected Countryside (as identified in the Greenbelt Plan)? If so, does it fulfil the relevant requirements of ROPA 24?	Not applicable. Does not include lands within the Greenbelt Plan.
(20) Does the settlement area boundary expansion require the extension of municipal or private communal sewage or water services outside of a settlement area boundary only in the case of health issues or to service existing uses and the expansion thereof adjacent to the settlement?	No.
(21) Have the sustainable development imperatives in ROPA 20 been considered where appropriate?	Yes. Refer to the response provided to Section 7.9.2.12 (n) in Section 6.2 of this PJR.
(22) Is the settlement area boundary expansion a logical and contiguous addition to the existing settlement?	Yes. Refer to the response provided to Section 4.2.3.3.1(d) in Section 7.2 of this PJR.
(23) Is the settlement area boundary expansion within the Special Policy Area (the SISA and the North-South Transportation Corridor)? If so, does the proposal predetermine or preclude the outcome of the GTA West Corridor Environmental Assessment?	No. The MW2-S2 lands are not in the SISA as per Schedule D of the ROP. With respect to the GTA West Corridor, the Province established a Focussed Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. The GTA west transportation corridor could directly impact properties that are located within the FAA. A small portion of the northern property fronting on Chinguacousy Road is within the FAA. When included in the settlement area, policies will preclude development as required. It is recognized that the

TABLE 5 - REGIONAL EVALUATION CRITERIA

Evaluation Criteria	Response
	<p>Province as of September 2019 announced a preferred route and a 2019 FAA that is smaller than the initial FAA established for the GTA West Study.</p> <p>An area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area. In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the MW2-S2 lands are within this green area.</p>

APPENDIX 1: DETAILS OF THE MW2-S1 PLANNING PROCESS

On August 1, 2006, Council endorsed the recommendations made in **Report 2006-49** that dealt with the Town of Caledon population and employment forecast and allocations. Within this report, staff requested that Council endorse the population and employment forecast and allocations for the 2011, 2021 and 2031 planning horizons contained in Official Plan Amendment 203. In addition, Council was asked to direct staff to commence work on the terms of reference for an expansion to the Mayfield West Rural Service Centre west of Highway 10 in late 2006.

It was indicated in this report that there would be no change to the 2021 Town-wide population forecast was then included in the Official Plan, so that the 2021 Town-wide population would remain at 84,444. However, it was also recommended that there should be a reallocation of approximately 5,400 people from the Villages and the Palgrave Estate Residential Area to the Rural Service Centres. It was the intent at the time that the 5,400-person reallocation be divided between Mayfield West (3,900) and Bolton (1,500). With respect to MW, it was indicated that the 3,900 people reallocated to Mayfield West would be subject to the policies of ROPA 17, which directs additional growth to the west of Highway 10. **In my opinion, this 2006 report made it clear that the Town was actively considering the expansion of the Mayfield West settlement area to the west of Highway 10.**

With respect to the 2031 planning horizon, Report 2006-49 indicated that the Town-wide population forecast for 2031 would be 108,000 and the employment forecast would be 48,622. It was further indicated that the Town-wide population increase of 23,556 between 2021 and 2031 would be distributed as follows: 19,676 distributed equally between Mayfield West and South Albion-Bolton; 2,462 allocated to the Villages to restore their previous forecast in the then current Official Plan and the remainder allocated to the rural category, which includes lands within the Agricultural Area, Rural Area and the Palgrave Estates Community. The above meant that the population of Mayfield West was planned to increase by 9,838 people between 2021 and 2031.

There is reference in Report 2006-49 to ROPA 17, which was the Regional Official Plan Amendment for Mayfield West that expanded the Mayfield West Rural Service Centre boundary to include lands on the east side of Highway 10 for the development of a new community. It was indicated that Section 5.4.3.2. Mayfield West 9 of ROPA 17 specified that any additional growth in Mayfield West would be located on the west side of Highway 10. This section of ROPA 17 also directed that studies be completed to determine the exact land requirements and to fulfill the Provincial and Regional study requirements that existed at the time for settlement area boundary expansions.

On September 25, 2007, Council endorsed the recommendations made in **Report 2007-52** with respect to the Employment Land Needs Study. While this study was primarily focused on the South Albion-Bolton Community planning process that was initiated in May 2004, there was some reference to Mayfield West in the report. In particular, it was indicated that the employment lands supply of 181.2 hectares (448 gross acres) that were designated in the Mayfield West Secondary Plan at the time could accommodate future demand beyond 2021 but it was recommended that an additional 20.2 hectares (50 gross acres) be designated post-2021.

On June 10, 2008, Council endorsed the recommendations made in **Report PD 2008-040** that dealt with the MW2-S1 Secondary Plan General Terms of Reference. It was indicated in this report that the Mayfield West Community Development Plan study area was established on Schedule B (Mayfield West Land Use Plan) in Caledon's Official Plan. The lands within the Community Development Plan study area are shown on the map below, which shows the 2021 Mayfield West settlement area boundary in blue, with all other lands being within the 'Community Development Plan Study Area'. It is noted that the boundary of the 'Community Development Plan Study Area' extended from Chinguacousy Road on the west to Dixie Road on the east.



It was indicated in Report PD 2008-040 that within the 'Community Development Plan Study Area', a compact and well-integrated community is to be developed in the long-term through a series of phased expansions. These phased expansions would be based on the long-term population and employment forecast contained in Caledon's Official Plan as may be updated from time to time. **In my opinion, this means that it had long been contemplated that Mayfield West would expand in a phased manner over time.**

The following was further indicated in Report PD 2008-040 with respect to population:

Under Caledon's Population and Employment Study, the 2021 Caledon-wide population forecast will remain at 84,444 and the 2031 Caledon-wide population forecast is 108,000. For Mayfield West, the 2021 population forecast has been revised from 13,100 to 17,000 representing a 3,900 population increase (reallocated from elsewhere in Caledon) and a 2031 population forecast of 26,838 has been established representing an additional 9,838 population between 2021 and 2031.

It was then indicated that one of the purposes of Report PD 2008-040 was to recommend that the Phase 2 Secondary Plan be undertaken in accordance with the General Terms of Reference ('GTR') attached to the report as Schedule B to the staff report. It was the intent of the GTR to set out a road map for the completion of a comprehensive secondary planning exercise and describe the objectives, scope and deliverables, resources and work program, stakeholders, roles and responsibilities and schedule. It was then indicated that the secondary planning exercise would take approximately 27 months to complete.

It was further recognized in Report PD 2008-040 that the Growth Plan indicated that settlement area boundary expansions could only occur as part of a MCR. It was further indicated that an expansion to a settlement area boundary would require an amendment to the Peel Official Plan to amend Schedule D (Regional Structure) and Schedule B (Prime Agricultural Areas). The following was further indicated:

The Work Program associated with the secondary planning exercise has been designed to fulfill the Provincial policy requirements in respect of a Municipal Comprehensive Review and the requirements of the Peel and Caledon Official Plan. Accordingly, a set of technical studies and implementation documents will be completed in support of the Phase 2 Secondary Plan.

The MW2-S1 Secondary Plan study was then initiated by Caledon in 2008 to identify a location for the population and employment increase anticipated for the planning period from 2021 to 2031. Following the release of the GTR discussed above, Caledon retained a team of external consultants to carry out the necessary background technical studies to both inform and support MW2-S1. In this regard, nine consultant firms were retained to complete the following background technical studies:

- 1. Comprehensive Environmental Impact Study and Management Plan ('CEISMP');***
- 1. Water & Wastewater Servicing Study;***
- 2. Transportation Impact Study;***
- 3. Agricultural Impact Assessment;***
- 4. Noise & Vibration Impact Assessment;***
- 5. Stage 1 Archaeological Assessment;***
- 6. Cultural Heritage Landscapes Assessment & Built Heritage Resources Assessment;***
- 7. Commercial Needs Assessment; and,***
- 8. Community Design & Sustainability.***

On April 7, 2009, Council enforced the recommendation made in **Report PD 2009-021** that authorized revisions to key milestone events in the MW2-S1 Work Program. In the report, it was indicated that the technical studies would be completed by May 2009, the guiding principles would be endorsed in

April 2009 and that a preferred Land Use Plan would be selected in October 2009.

It was then proposed in this report that the application to expand the settlement area boundary would be submitted by December 2009 and that a Council information workshop would be held in February 2010. The revisions to the timing of the completion of the reports and the submission of the application needed to be revised at the time to reflect the external factors that existed at the time, such as the extended timetable for Peel's Provincial Policy Conformity Exercise and internal factors such as the extended timetable for Caledon's own Provincial Policy Conformity Exercise.

On May 5, 2009 Council endorsed a set of Principles for the MW2-S1 Secondary Planning process as per **Report PD-2009-029**. The Principles were as follows:

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

On June 23, 2009, Peel Region released a draft of ROPA 24 as per a report to Regional Council on that date.

The purpose of the draft ROPA 24 was to update the ROP to bring it into conformity with the Growth Plan (2006) and the Greenbelt Plan and to ensure that it was consistent with the Provincial Policy Statement (2005). It was indicated in this report that on June 18, 2005, Regional Council adopted ROPA 15 that updated the population, household and employment forecasts and which extended the planning horizon for the urban system to 2031.

The Ontario Municipal Board approved ROPA 15 on December 8, 2006. With the release of the Growth Plan on June 16, 2006, new upper-tier forecasts and a number of other policies then had to be considered by Peel Region. It was further indicated in the report that the three local municipalities in Peel Region had undertaken a review of their population and employment forecasts as part of the implementation of the Growth Plan. However, the totals of the three municipal population and employment figures for 2031 were higher than the 2031 Growth Plan forecasts by 23,000 people and 17,000 jobs.

On this basis, a number of discussions were held with the local municipalities and options were developed. In addition to the many changes proposed to the ROP at the time to implement the Greenbelt Plan, a new Section 4.1.1 was proposed.

This section established the population and employment forecasts for the Region of Peel to the year 2031. With respect to Caledon, it was proposed in the draft of ROPA 24 that the population of the Town would increase from 75,000 people in 2011 to 111,000 in 2031.

It was acknowledged in a footnote to the Table 3 that the Province was at the time reviewing the forecasts included within Schedule 3 of the Growth Plan and that as soon as the schedule was amended, Table 3 would also need to be amended. This reference to changes had to do with the 2031B and 2041 forecasts that were then in development.

It was also proposed at the time to delete two paragraphs in Section 5.4.3 in the ROP and replace them with the following:

The only rural service centres in the rural system designated in this plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three rural service centres serve as the primary foci for growth within the rural system. The 2031 boundary for the Caledon East rural service centre and the 2021 boundaries for the Mayfield West and Bolton rural service centres are designated in this plan, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region. The 2031 boundaries for the Mayfield West and Bolton Rural Service Centres will be designated on the basis of a Regional Municipal Comprehensive Review and will require an amendment to this plan. Growth within these three rural service centres will take place in a timely and orderly manner, making the most effective and efficient use of available services.

The Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer services. Opportunities for a wide range and mix of land uses and activities will be provided within the three rural service centres. Caledon East falls partially within the ORMCPA and the protected countryside of the Greenbelt Plan and is subject to the Town/Village policies of the Greenbelt Plan.

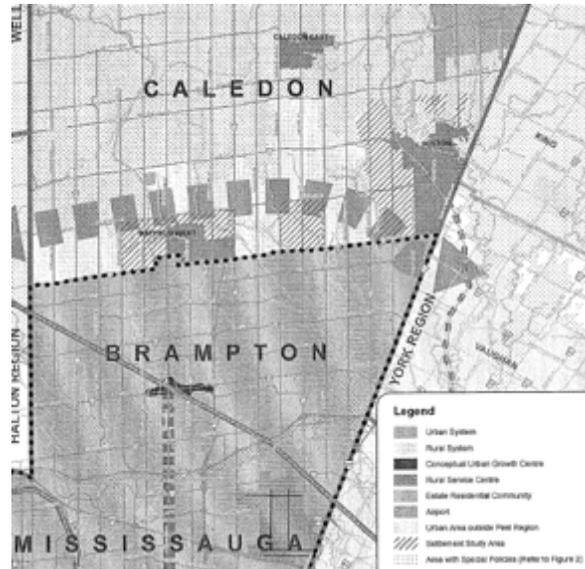
It was also proposed at the time to include a new Section 5.4.3.2.2 as per below:

Show on Schedule D the 2031 boundary for the Caledon East rural service centre and the 2021 boundaries for they Mayfield West and Bolton rural service centres. The 2031 boundaries for the Mayfield West and Bolton rural service centres will be designated on the basis of a Regional Municipal Comprehensive Review and be consistent with Sections 5.4.7, 5.5 and 7.9 of this plan and will require an amendment to this plan. Accordingly, the Town of Caledon will determine and designate the 2031 boundaries of the Mayfield West and Bolton rural service centres.

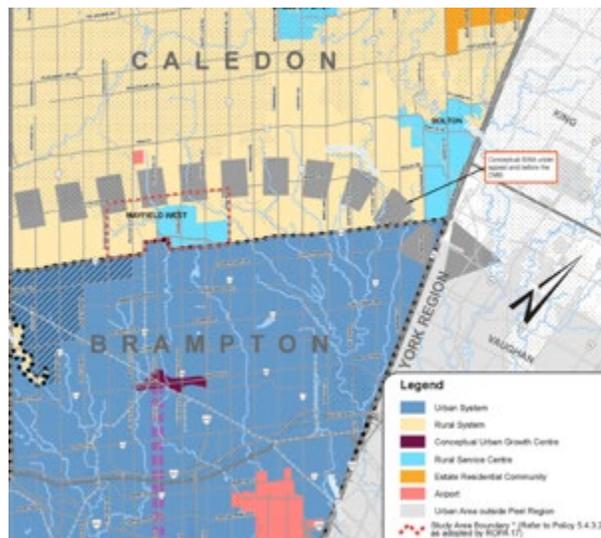
It was clear at the time that the Peel Region process relating to the implementation of the Growth Plan forecast to 2031 relied upon the determination of settlement area boundaries by the Town of Caledon. Item 63 in ROPA 24 also included a renumbered Section 5.4.3.2.7 as per below:

The study area shown on Schedule D around Mayfield West rural service centre and designated in the legend 'settlement study area' is the area within which additional growth for Mayfield West beyond the 2021 population target is anticipated to occur.

An extract from draft Schedule D below shows the proposed settlement study areas.



It is noted that the final version of ROPA 24 approved by the Ontario Municipal Board on November 30, 2012 continued to identify a 'study area boundary' around Mayfield West, but did not include such boundaries in the vicinity of Tullamore and Bolton as originally proposed, as shown below.



Item 69 in the draft of ROPA 24 established a new Section 5.4.7 that dealt with settlement study areas. The first few sentences of this policy are below:

To provide a framework to manage growth in the rural systems, three settlement study areas (study areas) which have been identified on Schedule D. The three study areas are broadly defined around Mayfield West, Tullamore and Bolton. Bolton and Mayfield West are established rural service centres that are planned to accommodate steady managed growth and are currently identified in this plan.

The following was further indicated in the proposed Section 5.4.7.2.3:

Proceed with the planning process for the study area around Mayfield West rural centre in accordance with Policy 5.4.3.8 and all other applicable policies of this plan and the Area Municipal Official Plan.

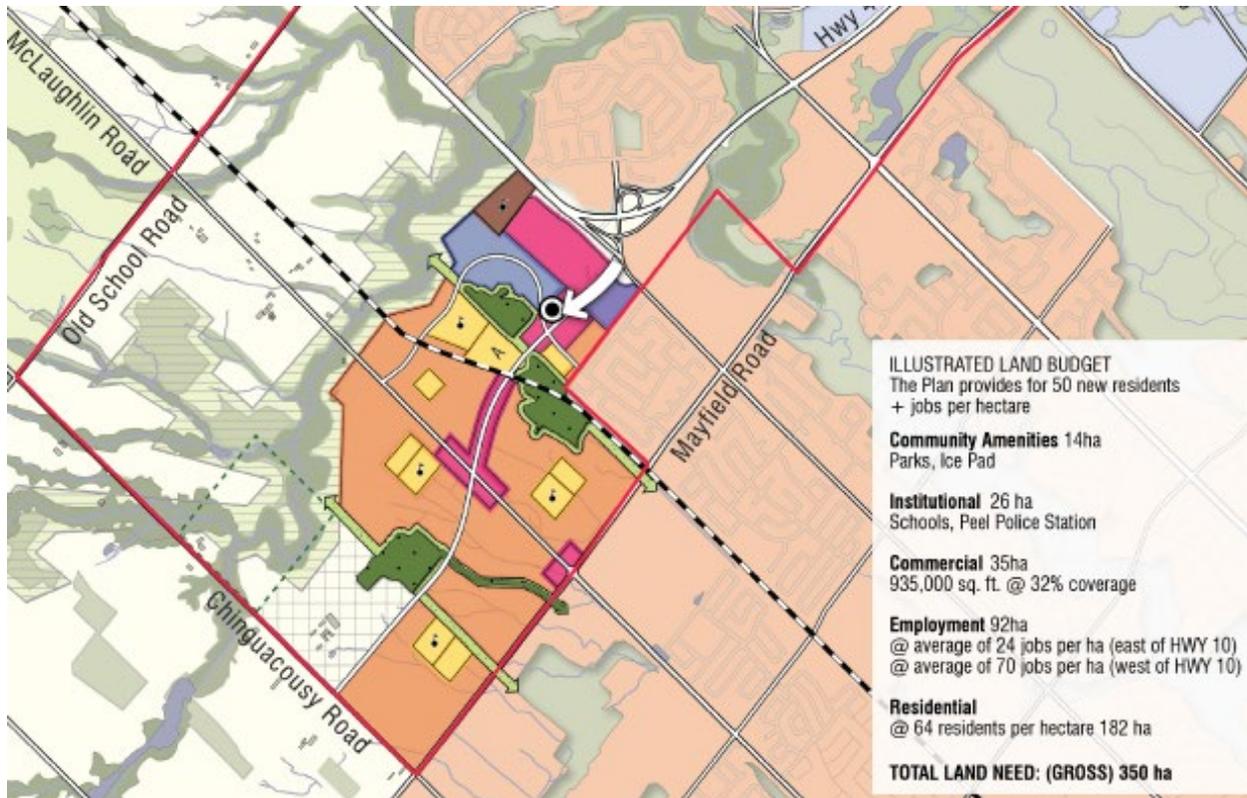
On October 20, 2009, Council authorized the release of a draft of OPA 226 in accordance with **Report PD 2009-74**.

On June 8, 2010, Council endorsed the recommendations made in Report **PD 2010-036** that recommended that Council adopt Official Plan Amendment 226. Prior to the writing of that report, the population forecast and allocation tables had been updated to conform to an updated ROPA 24 and the Greenfield density policies were modified to reflect other changes made to ROPA 24 as well. The policies were also revised to reflect ROPA 24 wording with respect to MCR requirements as well.

It was also indicated in this report that the version of OPA 226 that was released for public comment on October 20, 2009 showed the total population and employment forecast for Caledon for 2011, 2021 and 2031 in conformity with the then current version of ROPA 24. The forecasts at the time reflected the proportional reductions that the Region made to the area municipal forecast to bring the Region of Peel total forecast to within 5,000 people of the Provincial forecast in the Growth Plan.

However, the Province subsequently indicated that the Regional forecast must match the Provincial forecast exactly. In response to this comment, the Region applied further proportional reductions in the area municipal forecast in order to conform to the Growth Plan.

On August 10, 2010, Council endorsed a preferred scenario for MW2-S1, which identified the location for the next phase of growth for MW2-S1 and the land uses intended for the area (**PD 2010-050**). Below is a map showing the preferred scenario at the time.



The preferred scenario included approximately 350 hectares of land. With respect to the residential lands, a total of 183 hectares of new residential lands were proposed on lands west of Highway 10. These lands would accommodate 11,638 new residents and complementary new schools and community parks, and achieve an average overall density of 64 residents per hectare.

Also included on the preferred scenario were 92 hectares of new employment lands and 35 hectares of commercial lands. A Transit Hub/Centre was also identified along with lands that would be included within the Natural Heritage System.

According to the preferred scenario, the northern boundary of the preferred scenario dated August 10, 2010 extended to the Greenbelt Plan boundary associated with Etobicoke Creek until a midpoint between McLaughlin Road and Chinguacousy Road. In this regard, one parcel of land extending to Chinguacousy Road and located immediately to the north of Mayfield Road was included, and the parcel of land to north known as the 'Cook property' was also included, however, a note was added to the legend indicated that the lands are considered to be 'Priority Future Phase Lands.' In addition, and according to the map prepared at the time, the parcel to the north of the 'Cook Property; a portion of which is south of Etobicoke Creek, was identified as a "cultural heritage landscape" in the legend.

A key component of the preferred scenario involved the development of a new east-west road between Highway 410/Hurontario Street and Chinguacousy Road that would run parallel to Mayfield Road and be located between Etobicoke Creek and Mayfield Road in a central location. It was on the basis of this preferred scenario that staff recommended to Council that Phase 3 of the MW2-S1 Secondary Plan be initiated with the preferred scenario boundary.

The following is further indicated in this report with respect to population:

The recommended population and employment forecast and allocations were originally contained in the Town Official Plan Amendment #203 (OPA 203), which Town Council endorsed on August 1, 2006 and November 6, 2007. Furthermore, Town Council directed that the forecast and allocations contained in OPA 203 be used in all population related planning matters. Population allocations for Mayfield West which are contained in the existing Official Plan and OPA 203 are shown in Table 1.

Table 1 included in the report indicated that the existing Official Plan population for Mayfield West was at that time 13,100 and that the revised population as per OPA 203 was 17,000 in 2021 and 26,838 in 2031. This translated into an increase of 3,900 people before 2021 and 9,838 people between 2021 and 2031.

It was further indicated in this report that on June 8, 2010 Council adopted **OPA 226**. The original OPA 203 population and employment forecasts, outlined within the report, were incorporated into OPA 226 with minor proportional reductions and the addition of the 2001 census undercount of 4.3% to match the forecast for the Town contained in ROPA 24. This meant that the population allocation for Mayfield West as per OPA 226 as adopted was 17,515 in 2021 and 27,584 on 2031. The increase in the amount of population allocated between 2021 and 2031 was 746.

A detailed description of the **three alternative scenarios** that were prepared at the time was included within the report. In this regard, 28 formal submissions and 144 comments in total were provided on the three scenarios and as a consequence of an analysis of the comments, a preferred scenario was developed in February of 2010. It was indicated that one of the underlying principles of the February 2010 preferred scenario was that the lands south of Etobicoke Creek and adjacent to Chinguacousy Road be included within an expanded settlement area boundary. The preferred scenario was further refined in June 2010 where it was indicated the following:

Council reiterated its desire to see the land south of the Etobicoke Creek and adjacent to Chinguacousy Road included with an expanded settlement boundary and to see the proposed east-west Transit Spine Road extend to Chinguacousy Road.

It was for this reason that the boundaries of MW2-S1 along Mayfield Road extended westerly to Chinguacousy Road at that time (this was later changed when the boundaries were modified in 2013).

With respect to the Greenfield density target, the preferred scenario would accommodate 11,638 new residents and 5,895 new jobs for a combined total of 17,533 new residents and jobs. It was further indicated that the balance of the expected population growth (which is 2,100 and the difference between 13,738 and 11,638) was proposed to be allocated to the existing residential lands within MW2-S1 to increase the existing density of 41 residents and jobs combined per hectare to 50 residents and jobs combined per hectare with this population growth occurring post-2021.

With respect to the Cook property, which is located at 12259 Chinguacousy Road, it is indicated in the report that it was proposed to include the Cook property in the proposed expansion area. The following was then indicated:

Excluding the Cook property from the settlement boundary would result in approximately 54 hectares of land adjacent to, east and south of the Cook property being precluded from designation for growth due to the application of the Provincial minimum distance separation formula to these lands; at a density of 50 persons and jobs per hectare, this exclusion represents approximately 2,700 population. By including the Cook property in the settlement boundary, the Town is able to designate sufficient lands to fully accommodate the population growth forecast contained in both ROPA 24 and OPA 226.

It was further indicated that although the Cook property was being included in the settlement area, it was intended that it would be subject to policies that would not allow for it to be designated for development until after 2031 or until such time that Mayfield West is assigned additional population. This means that while the Cook property was included, development on the Cook property would not have contributed to the population growth of 11,838 expected in Mayfield West.

It was later recommended that the Cook property be included on the Town's heritage register, as a non-designated property. It was also recommended that the property to the north known as 12669 Chinguacousy Road also be included on the Town's heritage register, again as a non-designated property.

On September 11, 2012, Council dealt with a report on the modifications to OPA 226 (**DP-2012-085**). It was indicated in this report that on October 27, 2010, the Province issued a draft decision on ROPA 24 that had been adopted by Regional Council on April 22, 2010. This decision was appealed to the Ontario Municipal Board.

A series of discussions involving staff at the Province, the Region and the area municipalities took place in late 2010 and early 2011 which resulted in minutes of settlement signed by the Region, the Cities of Mississauga and Brampton, the Town of Caledon and by the Province on October 7, 2011. This settlement proposed changes to ROPA 24 and included a land budget agreed to by all five government parties. The revised land budget indicated how the Region would meet the Growth Plan forecasts and targets, including the Greenfield density target of 50 persons and jobs combined per hectare within the existing future and existing Greenfield area, which encompassed the future settlement expansions in Caledon.

Through the settlement, the population forecast for the Region of Peel for 2031 was reduced from 1,641,000 to 1,640,000 to conform to the Growth Plan forecast for the Region. The population forecast for Caledon was then reduced from 111,000 to 108,000. Part of the reduction (1,000) was the result of a proportional reduction to allow the Region to meet the Growth Plan forecast and rounding.

The above changes meant that a maximum of 21,500 and 11,000 jobs could be located in future settlement expansions in Caledon which meant that the area of such expansions could not exceed a total of 609 hectares. In addition, the minimum density would be required to be set at 53.4 persons and jobs combined per hectare.

The above changes were then reviewed against the proposed settlement area expansions that were being considered at the time, including the South Albion-Bolton employment land expansion (including the North Hills supermarket), MW2-S1, Bolton Residential Expansion and Alton Village.

The second part of the review consisted of an assessment of the distribution of growth among the proposed settlement expansions and the densities that would be required for them to collectively conform to the land budget minimum density requirement of 53.4 persons and jobs combined per hectare. It was then determined that if all the expansions were to proceed at their desired sizes and densities, the Town would not be able to meet the land budget minimum density/maximum land area requirements and achieve conformity with ROPA 24.

A number of scenarios were reviewed at that time as set out below:

- *Scenario 1 – equally dividing new residential growth between Bolton and MW such that the density is 71 persons and jobs combined per hectare. Alton would expand as was proposed at the time at a density of 25 persons and jobs per hectare.*
- *Scenario 2 – expand Bolton and MW equally but assume a higher density of 50 persons and jobs combined per hectare for the Alton settlement area expansion. If this option is selected, less land would be required in Alton and the additional land (16 hectares) is then divided between MW and Bolton resulting in a density of 68.3 people and jobs combined per hectare for Bolton and MW.*
- *Scenario 3 – equally divide the residential growth between Bolton and MW with no settlement area expansion for Alton.*

It was recommended in Report 2012-085 that the second scenario above be selected, which would result in a reduction of approximately 1,800 people, 273 jobs and 69 hectares of associated expansion land from the ongoing MW2-S1 Secondary Plan process. This recommendation meant that the boundary of the preferred scenario dated August 10, 2010 had to be modified.

It was also agreed at the time that Section 4.1.7 of OPA 226 could be modified in response to the changes made to Section 5.4.7 of ROPA 24 with Section 4.1.7 stating the following:

The Town of Caledon will study areas around Bolton, Mayfield West and Tullamore as shown on Schedule A1 for possible settlement expansions to accommodate the population and employment forecasts shown in Table 4.1 recognizing a settlement area boundary expansion may only occur as part of a Municipal Comprehensive Review.

On September 3, 2013, Council considered **Report DP-2013-092** that recommended the endorsement of a recommended Concept Plan for the MW2-S1 Secondary Plan. The intent at that time was to rely upon the Concept Plan to prepare and submit an application to the Region of Peel to obtain an amendment to the Regional Official Plan to expand the Mayfield West settlement area boundary. It is indicated in the report that changes to ROPA 24 and the corresponding changes to OPA 226 with respect to population have had an impact on the MW2-S1 Secondary Plan process.

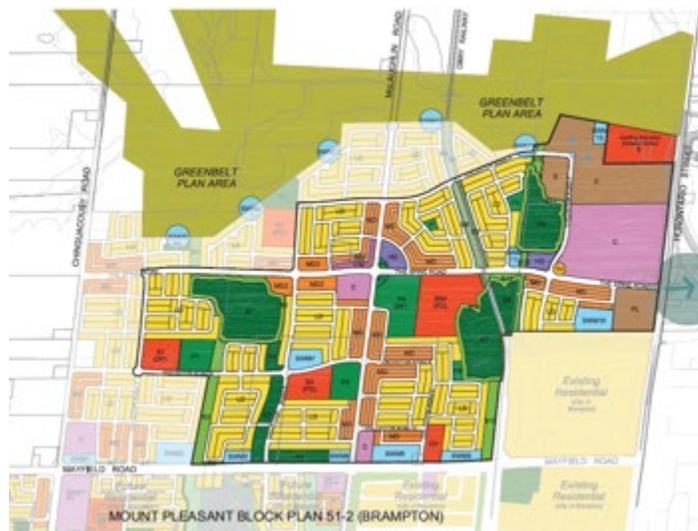
It was further indicated in this report that two Concept Plans were reviewed with Council at a workshop in February 2012 and a number of options with respect to future development were reviewed. A draft Concept Plan was then reviewed with Council at a workshop in February 2013.

It was also indicated in this report that a draft Ultimate Community Plan that identified the potential full build-out of the lands bounded by Highway 410/10, Mayfield Road, Chinguacousy Road and the Etobicoke Creek was reviewed with Council. The following was further indicated:

The Ultimate Community Plan enables both Caledon and Peel to plan for the appropriate municipal infrastructure (road, water and waste water services) and community facilities (i.e. schools and parks) to support possible future growth beyond the MW2 planning considerations.

It is noted that the Ultimate Community Plan did not include six small residential lots fronting on Chinguacousy Road and the larger parcel bounded by the Greenbelt Plan on the east and Chinguacousy Road on the west in the northwest corner of the Secondary Plan area.

The recommended Concept Plan (which also shows the Ultimate Community Plan) from this report is shown below.



The Concept Plan identified residential lands, employment lands, commercial lands and a transit hub. A natural heritage system was also identified.

The recommended Concept Plan involved the establishment of a spine road between Chinguacousy Road on the west and Hurontario Street on the east and the establishment of a second collector road between McLaughlin Road and Chinguacousy Road as well. Two north-south collector roads are also proposed between Chinguacousy Road and McLaughlin Road as well.

The boundary of MW2-S1 then followed in all cases either the spine road or a collector road and in one case, an enhancement corridor (B3 as shown on the Concept Plan).

A number of changes were made to the boundary of MW2-S1 from the boundary in the Concept Plan that was recommended in August 2010. These changes included:

- *The removal of the Brampton Christian School from the MW2 Secondary Plan;*
- *The inclusion of the eastern 8.5 hectares of the 'Cook Property'; and,*
- *The removal of the property at the northeastern corner of Chinguacousy Road and Mayfield Road.*

In addition, the inclusion of the eastern portion of the 'Cook Property' allowed for the inclusion of the entirety of the central woodlot in the MW2-S1 Secondary Plan and the establishment of collector roads that would serve as the interim edge of development until the rest of the lands could be brought into the settlement area.

The changes made to the August 2010 boundary were made to ensure that exactly the amount of land required to meet expected population and employment growth was being planned for. In my opinion, the very precise nature of the calculations carried out to support Growth Plan implementation at the time resulted in the creation of a boundary that did not logically include all of the lands that should be planned for in MW.

Following the Council acceptance of the **Report DP-2013-092**, the Town of Caledon applied to amend the Region of Peel Official Plan with the application being received on January 23, 2014.

The purpose of the application was as follows:

To establish the Mayfield West Phase 2 Secondary Plan Settlement Boundary Expansion, and provide an updated policy framework to guide planning applications and development approvals in the Mayfield West Phase 2 Secondary Plan planning area.

To support the proposed Regional Official Plan Amendment, the Town also prepared a Planning Justification Report dated January 2014. The following was also indicated with respect to the population forecast in the Growth Plan that was relied upon in making the application to the Region:

The proposed settlement area boundary expansion is being undertaken to implement the original Growth Plan population and employment forecast for 2031 (referred to as 2031A) and the Regional and Caledon Official Plans which have incorporated the 2031A forecast.

It is also noted in the Town's Planning Justification Report that the Region retained the firm Malone Givens Parson (MGP) in September 2012 to review Caledon's MCR and provide the Region with the following:

An assessment and planning opinion regarding the appropriateness of Caledon's Official Plan Amendment 226 and the associated Settlement Area Boundary Expansion applications in fulfilling the requirements of an MCR.

It is further indicated that 23 evaluation criteria were established by MGP to assist in evaluating whether individual settlement area boundary expansions in Caledon met the requirements of an MCR. The intent of the Town's Planning Justification Report was to address those criteria.

The application for Regional Official Plan Amendment was also supported by the following studies:

1. *Population and Employment Forecasts and Allocations Study prepared by the Town of Caledon, Watson and Associates and the Butler Group Consultants Inc.;*
2. *The Employment Lands Needs Study prepared by Watson and Associates;*
3. *Comprehensive Environmental Impact Study and Management Plan prepared by AMEC Environment and Infrastructure;*
4. *Agricultural Impact Assessment prepared by Colville Consulting Inc.;*
5. *Water and Waste Water Servicing Study prepared by R.J. Burnside and Associates;*
6. *Cultural Heritage Landscapes Assessment and Built Heritage Resources Assessment prepared by Andre Schenman and Envision, the Hough Group;*
7. *Stage 1 Archaeological Assessment prepared by Historical Horizon;*
8. *Transportation Impact Study prepared by Paradigm Transportation Solutions Limited;*
9. *Noise and Vibration Impact Assessment prepared by Jade Acoustics;*
10. *Commercial Needs Assessment prepared by Scott Morgan; and,*
11. *Fiscal and Economic Impact Assessment prepared by Watson and Associates.*

It was also indicated in the Town's Planning Justification Report that a number of additional studies would be prepared in support of the Caledon Official Plan Amendment and they include the following:

1. *Community Design Plan;*
2. *Comprehensive EIS and MP;*
3. *Transportation Master Plan;*
4. *Water and Wastewater Servicing Plan; and,*
5. *Fiscal and Economic Impact Assessment.*

It was noted in the Town's Planning Justification Report that the Caledon MCR process was appropriate and that Caledon was able to implement settlement area boundary expansions through separate amendments to the ROP to conclude the conformity process.

In this regard, below is the conclusion reached by MGP in their report dated April 13, 2013 and endorsed by Regional Council on May 23, 2013, as reported in the Town's Planning Justification Report:

It is our opinion that the Town of Caledon's MCR process is appropriate when considered within the Provincial policy definition of what constitutes a MCR process as an Official Plan Review initiated by a municipality. OPA 226 is clearly the culmination of Caledon's analytical and policy conformity

work with Provincial planning initiatives. However, full conformity to Provincial and Regional planning documents can only be achieved by delineating and designating the land required to accommodate growth through expansion of the Settlement Area Boundary (if necessary), i.e. by designating the land that will be required to meet growth forecasts for population and employment over the (2031) planning horizon. Hence, once approved, OPA 226 must be fully implemented through adoption of associated Settlement Area Boundary expansions.

By extension, Caledon's Official Plan review is not complete until the Settlement Area Boundary expansions are finalized, and the expansions are demonstrated to conform to the policies of the Town, Region and Province. Additional Official Plan Amendments dealing with Settlement Area Boundaries must therefore be brought forward and adopted as part of the current Official Plan Review. Only then will the Official Plan Review process commenced for the Town in 2007 be concluded, and thereby conclude the MCR process. Completing the MCR through an Official Plan Review comprised of separate Official Plan Amendments is consistent with Provincial policies and is similar in approach to that employed by other municipalities in the Greater Golden Horseshoe. Caledon's OPA 226 properly implements the Growth Plan Policy Areas in the Town in accordance with ROPA 24 and is good planning. It is appropriate to undertake the MCR process in stages, with the initial stages focused on Growth Plan Policy Area allocations and policies, followed by implementing Settlement Area Boundary Expansion OPAs as part of the same MCR.

On the basis of the above, the requested application to amend the ROP was determined to be in conformity with the Growth Plan. The application was deemed to be complete by the Region in January 2014 and the formal public meeting was held on May 22, 2014. By way of resolution at Regional Council on **September 11, 2014**, ROPA 29 was adopted by Bylaw 72-2014. There was one appeal to ROPA 29, however it was withdrawn and ROPA 29 came into effect on **May 8, 2015**.

As noted in the Regional Council Report dated September 11, 2014, the purpose of ROPA 29 was to expand the Rural Service Centre boundary for Mayfield West by adding a total of 207.5 hectares of net developable land to the Rural Service Centre boundary in the Region's Official Plan as identified on Schedule D, Regional Structure. It was further indicated that the proposed expansion was to include approximately 10,000 people, 2,600 population related jobs from commercial uses and 1,100 employment related jobs from higher density employment uses such as office/business parks. It was also clearly indicated in this report the following:

The MW2 ROPA Application submitted by the Town of Caledon intends to implement the P2G 2031A population and employment forecasts.

The following was also indicated in the report with respect to the boundary of MW2-S1:

The MW2 land area that is part of this proposed ROPA is smaller than the land area that Caledon Council was previously considering for expansion. This reduced size is a result of adjustments made in response to the population and employment numbers in P2G 2031A as reflected in ROPA 24 and Caledon OPA 226. If additional population and employment becomes available for Caledon through a future Regional Official Plan Amendment that will bring the Regional Plan into conformity with Amendment 2 of the Places to Grow Plan, a subsequent ROPA application by the Town of Caledon

could add more land into Mayfield West's Rural Service Centre boundary or other Rural Service Areas to accommodate that additional population and employment growth.

On the basis of the above, there clearly was an anticipation on the part of Regional staff that the possibility existed for Mayfield West to be expanded further to fully bring the Regional Official Plan into conformity with Amendment 2 of the Growth Plan.

The following was also indicated with respect to the conformity of ROPA 29 to the Region of Peel Official Plan:

The MW2 ROPA application conforms to the Region's Official Plan. The MW2 area is one of several expansion areas currently in process in Caledon. Taken together, the expansion areas allow Caledon to meet its population and employment growth targets as approved by the Places to Grow Plan, Regional Official Plan and Caledon Official Plan. The review by Regional, Town and Conservation Authority staff found that the MW2 ROPA met our OP requirements for Municipal Comprehensive Review (MCR) as listed in ROP Section 7.9.2.12 (see Appendix IV).

The reference to Appendix IV relates to a letter from the Ministry of Municipal Affairs and Housing to the Region of Peel dated August 18, 2014. The purpose of the letter was to provide comments on ROPA 29 as then proposed. The Province with respect to Provincial Policy and Provincial Plans then indicated the following:

While it is recognized that the ROPA and its supporting documentation have been prepared by the Town, the Region will need to ensure that this amendment is consistent with the new policy direction contained in the 2014 Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe. Based on the above, our comments focus on matters related to growth management, the proposed GTA West transportation corridor and protection of agricultural resources.

In considering the Staff Report, Regional Council then decided to support the amendment as proposed within Appendix I to the Staff Report. It was indicated within the basis section of ROPA 29 the following with respect to the Growth Plan population and employment forecasts:

The proposed settlement area boundary expansion is being undertaken to implement the original Growth Plan population and employment forecasts for 2031 (referred to as 2031A) and the Regional and Caledon Official Plans which have incorporated the 2031A forecast.

The following was further indicated regarding the suitability of the proposed MW settlement area boundary expansion:

- *It implements the planning considerations in a manner that is consistent with ROPA 24 and OPA 226 and their associated land budget.*
- *It provides for the planning and design of a complete community with a diverse mix of land uses, a range and mix of housing and employment types, high quality public open space and easy access to local amenities and services.*

- *It accommodates population and employment growth in Caledon's designated Greenfield area that is compact and transit supportive.*
- *It represents a logical and contiguous expansion to the Mayfield West settlement area boundary.*

A revised Section 5.4.3.2.2 was also included in the ROP by ROPA 29 as follows:

Show on Schedule D the 2031 settlement boundaries for the Caledon East and Mayfield West Rural Service Centres and the 2021 settlement boundary for the Bolton Rural Service Centre. The 2031 settlement boundary for the Bolton Rural Service Centre will be designated on the basis of a municipal comprehensive review and will be consistent with Sections 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this Plan. Accordingly, the Region, working with the Town of Caledon, will designate the 2031 settlement boundary of the Bolton Rural Service Centre.

A revised Section 5.4.3.2.7 was also included in the ROP by ROPA 29 as follows:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.

A number of other policies on healthy communities and the built environment, the GTA West Preliminary Route Planning Study and the Provincial Minimum Distance Separation were also included within ROPA 29. With respect to the latter, Section 5.4.3.2.8.3 indicates the following:

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

- Identify through mapping any Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area.*
- Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.*
- Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.*

As noted above, ROPA 29 came into effect on **May 8, 2015**.

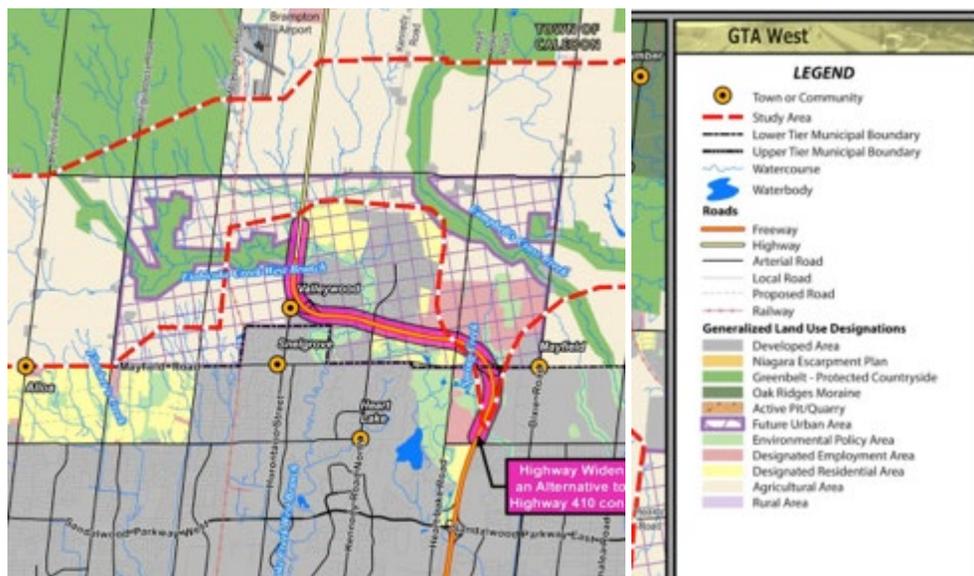
While long term growth planning was occurring at the Regional and local levels, the Ontario Ministry of Transportation (MTO) was undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West transportation corridor. Building on the recommendations from Stage 1, the EA Study was supposed to identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor was planned to include: a 400-series highway, transitway and potential goods movement

priority features. In **late 2015**, work on the EA was suspended. A panel appointed by the Province is currently carrying out a strategic assessment of the alternatives to meeting future transportation demand and other transportation infrastructure needs (note: the status of this project has since been updated).

As part of the background work for the EA, a review of land use was carried out. On the next page is a map produced in a working paper update entitled 'Draft Overview of Environmental Conditions and Constraints' dated **June 2015** that identifies lands within the Mayfield West settlement area as per ROPA 29 and OPA 222 and the remaining lands that are located within the 'Special Study Area' identified on Schedule D to the ROP as a 'Future Urban Area'.

On October 10, 2015, Council considered **Report DP-2015-090**. The purpose of this report was to recommend that Council adopt OPA 222. This OPA established goals, objectives and policies to govern the redevelopment of land within the MW2-S1 area. Council then adopted OPA 222 on **November 10, 2015**. It is noted that OPA 222 provided for an overall Greenfield density of 68.2 people and jobs combined per hectare.

While OPA 222 dealt with the same area as identified in ROPA 29, there were a number of references to the broader community and its logical western extent, which is Chinguacousy Road. In this regard, Section 7.14.4.3 deals with the need to prepare a Community-Wide Development Staging and Sequencing Plan.



Section 7.14.4.3.3 below then discusses the broader area that extends beyond the limits of the lands subject to ROPA 29 and OPA 222:

The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule B-2 of this Plan, are required for the development of the entire Plan Area:

- a) *Spine Road from Hurontario Street / Highway 410 west to Chinguacousy Road;*
- b) *McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Area associated with the Etobicoke Creek; and*
- c) *Chinguacousy Road from Mayfield Road north to the spine road.*

On March 8, 2016, Council considered **Report DP-2016-10**, which recommended that the MW2-S1 Community Design Plan be approved. The following extract from the Staff Report provides an overview of how the Community Design Plan is to be utilized going forward.

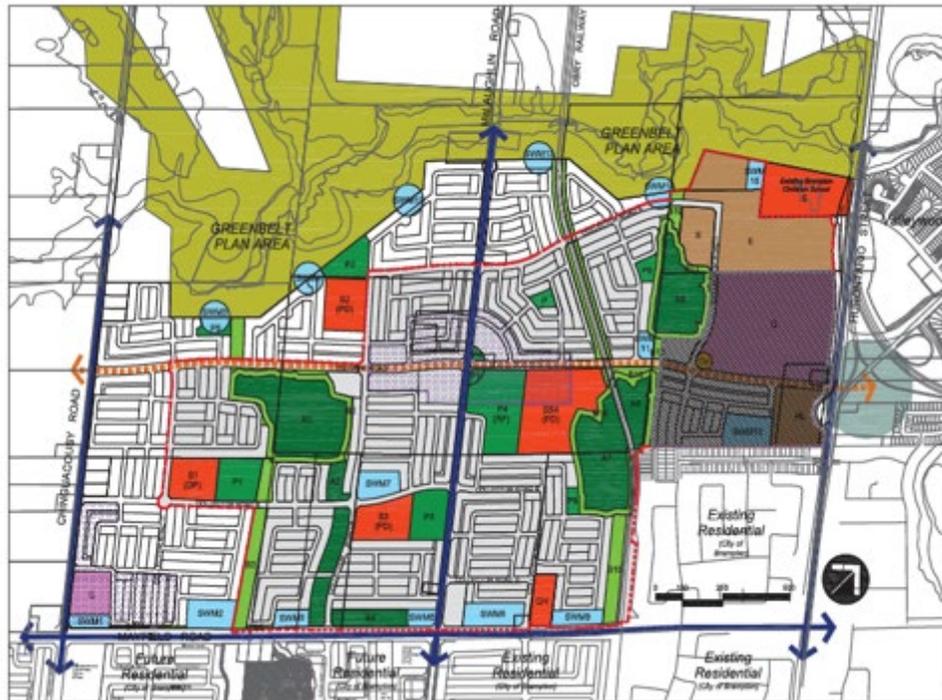
The proposed MW2 CDP provides Council, residents, landowners and stakeholders with a clear idea regarding the intended design of the overall community (e.g. road network, location of schools and parks, trails and cycling routes) as well as key components of the community (e.g. distribution of housing types, architecture, and streetscape design). The CDP states that it “provides guidance to all parties involved in delivering a pedestrian friendly, transit-oriented community with mixed uses, a diversity of housing types and densities, a variety of commercial, employment and institutional uses and an emphasis on creating, preserving and enhancing the Natural Heritage System (NHS).” The CDP covers two areas: one is the area that was originally envisioned for the community, and the other is the area approved by ROPA 29 and OPA 222. It is important to note that any further settlement area boundary expansion beyond what is currently approved will require a municipal comprehensive review to determine.

On March 8, 2016, Council considered recommendations made in Report **DP-2016-12**, which dealt with a Transportation Master Plan for MW2-S1. The study area for the master plan included the lands north of Mayfield Road, east of Chinguacousy Road, south of the Etobicoke Creek and west of Hurontario Street to guide the provision of fully integrated transportation infrastructure and services. The following was also indicated in the report on the needed arterial roads, with one of these roads extending from the Secondary Plan area to Chinguacousy Road:

The proposed arterial roads provide mobility within MW2 as well as connections to the surrounding Municipal arterial roads, Regional roads and Provincial highways, as follows:

- *An east – west Spine Road that will connect Chinguacousy Road and McLaughlin Road along with a connection to the Highway 410 interchange with Valleywood Boulevard and Hurontario Street. The details of this roadway connection will require further investigation in partnership with the MTO. The Spine Road provides important connectivity between the primary activity areas within MW2.*
- *McLaughlin Road extending north from Mayfield Road, generally along the current alignment.*
- *Chinguacousy Road extending north from Mayfield Road, generally along the current alignment.*

The above roads are shown on the figure below.



In mid-2016, the Province established a Focused Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. The GTA west transportation corridor could directly impact properties that are located within the FAA. This area is identified on red in the map below. A small portion of the northern property fronting on Chinguacousy Road in MW2-S2 is within the FAA.

An additional area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area.

In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the MW2-S2 lands are within this green area.



On **May 25, 2017**, the Ontario Municipal Board issued a decision on OPA 222, with the decision reflecting a settlement that was reached amongst the parties. A few minor changes to the Concept Plan were made to reflect the concerns of the one of the appellants. In particular, the northerly rail crossing was

eliminated and additional roadways on either side of the railway were incorporated into the conceptual road network on the revised Schedule D. The boundaries of MW2-S1 remained as is.