

Public Works

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WITHOUT PREJUDICE

April 22, 2024

Eric Lucic
Commissioner, Planning and Development
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6
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**RE: Caledon Strong Mayor Powers – Proposed Zoning By-law Amendment
Lands Between The Gore Road to Humber Station Road, North of King Street, as
well as the East Side of Humber Station Road, North of King Street, Town of
Caledon
Town File Number: RZ 2024-0012C (Area A6)
Region File Number: RZ 24-012C
Related File Number: O.Reg 171/21 and POPA 2021-0002**

Dear Eric,

On April 4, 2024, the Region received a request for comments on a proposed Zoning By-law Amendment to implement the use of Strong Mayor Powers for the lands between The Gore Road and Humber Station Road, north of King Street, as well as the east side of Humber Station Road, north of King Street. As part of the request for comments, the Region received a copy of the Notice of Application and Public Meeting, as well as correspondence from Loopstra Nixon to the Clerk which included a copy of the proposed Zoning By-law Amendment.

On April 17, 2024, the Region received a request for comments with a revised copy of the proposed Zoning By-law Amendment for the same lands.

The proposal will create a new community with a variety of land uses through the rezoning of lands from Agricultural (A1) and various zones in O.Reg 121/21 to various site-specific zones permitting residential, commercial, mixed-use and environmental protection land uses.

Development Application Status

The Town has received Proposed Official Plan Amendment (File No. POPA 2021-0002) application for the lands which was circulated to the Region for review and comment. The application was appealed by the landowner. The parties involved in the appeal have continued to work on progressing the application on a Confidential and Without Prejudice basis. The most recent Regional comment letter would have been provided on that basis. As such, we have attached the most recent Regional comment letter which was submitted prior to the appeal being received. Regional interests on the application have not been addressed.

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Comments Are Provided on a Without Prejudice Basis

The comments contained herein also relate to lands that are subject to the Ontario Land Appeal Case No. OLT-23-000303 and OLT-23-001127, and are provided on a without prejudice basis.

Application is Premature

The Region of Peel suggests that this By-law is premature without comprehensive planning (i.e. Secondary Planning) supported by technical studies (i.e. subwatershed study, servicing study, transportation study, stormwater management study, etc.) and a Growth Management and Phasing Plan being supported by Council. While some infrastructure is planned for the area, without understanding the planned density, there may be a lack of infrastructure (i.e. an adequate transportation/transit network, etc.) being available to the service the development. In undertaking these planning exercises, all stakeholders would collaborate to ensure that the community will be a well-planned and sustainable community with a variety of land uses (including housing types and affordable housing types), community infrastructure (including schools, parks, recreation centres, emergency services, matters of public health, etc.) and hard infrastructure (such as water and wastewater services, stormwater management and a road/transit network). Furthermore, should additional infrastructure improvements be required, further discussions on the financing of those services is also required to ensure fiscal responsibility for the Town and Region. Finally, the By-law as circulated contains a number of areas of concern and lacks some clarity, zoning standards and holding provisions.

While the Region is a supportive partner in addressing the housing crisis and delivering affordable housing, without fundamentals such as servicing in place, houses cannot be constructed regardless of the approval of a Zoning By-law Amendment.

Despite the prematurity of this application, the Region is committed to working with our municipal partners and has provided additional comments and requests holding provisions as outlined for your review and consideration below. These will help address some of the application's prematurity concerns.

2051 New Urban Area

Through the adoption of the Region of Peel Official Plan*, a large of the subject lands were brought into the Regional Urban Boundary and are identified as 2051 New Urban Area. The 2051 New Urban Area is approximately 4,646 net hectares, comprised of 1,584 net hectares of employment lands and 3,062 net hectares of community (i.e. residential) lands.

The Zoning By-law Amendments (A1 to A8 and A11) proposed through Strong Mayor Powers will rezone a significant portion of the New Urban Area which is designated for development to 2051. Cumulatively, these By-laws will rezone approximately 26% (1,185 net hectares) of all lands within the 2051 New Urban Area and approximately 39% (1,185 net hectares) of the community lands. Individually, this Zoning By-law Amendment will rezone 102 net

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hectares which results in 2% of all lands within the 2051 New Urban Area and 3% of the community lands.

Town of Caledon staff were partners in preparing the newly adopted Regional Official Plan* and provided comments and input in the development of the Plan and its policies.

For lands within the 2051 New Urban Area, the Regional Official Plan* requires Secondary Plans and Block Plans, as well as that development applications be received and approved to permit development of these new communities.

The Regional Official Plan* policies require that certain matters be addressed prior to approving secondary plans, including the need for Phasing Plans to stage development, a need for a connected transportation system, technical studies such as scoped Subwatershed Studies, Functional Servicing Reports, as well as additional studies required by the Town related to undertaking secondary planning. The Region has received notice of a proposed Secondary Plan application which includes the required supporting material; however, it has not yet been determined to be satisfactory. The requirements of the 2051 New Urban Area policies have not been satisfied.

The proposed Zoning By-law Amendment (as circulated by the Town) will not conform to the Region of Peel Official Plan* however, the Region will continue to work closely with the Town and other stakeholders to address the conformity matters.

**As announced on April 10, 2024, as of July 1, 2024, the Region's statutory powers under the Planning Act will be removed. Once in effect, planning policy and approval responsibilities of the regional municipality will be removed and the lower-tier municipalities will assume primary responsibility for all planning in their geographies, except for matters requiring provincial approval. Instead, per section 70.13(2), the Region's official plan will be deemed to constitute the official plan of the Town of Caledon, and conformity will still be required until such time as Caledon amends it and approval is provided by the Province. Therefore on July 1, 2024, the current Region of Peel Official Plan will become the Town of Caledon Official Plan and shall be implemented by the Town of Caledon.*

Bolton Residential Expansion Settlement Area

A portion of the lands (east and west side of Humber Station Road) are identified in the Region of Peel Official Plan* as Bolton Residential Expansion Settlement Area. Similar to the 2051 New Urban Area, the Bolton Residential Expansion Settlement Area policies require a number of items to be satisfied prior to the Town adopting an official plan amendment or secondary plan amendment. The Regional Official Plan* policies require that certain matters be addressed prior to approving secondary plans, including the need for Phasing Plans to stage development, a need for a connected transportation system, technical studies such as scoped Subwatershed Studies, Functional Servicing Reports, as well as additional studies required by the Town related to undertaking secondary planning. The requirements of these policies have not been satisfied.

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Town of Caledon Growth Management and Phasing Plan

The Region of Peel Official Plan* requires that the Town complete and implement a phasing plan for the entirety of the 2051 New Urban Area: the Town's Growth Management and Phasing Plan (GMPP). While the Region has reviewed a draft of the GMPP, it has not been finalized.

As part of the development of the draft GMPP, the Region worked collaboratively with the Town to identify the opportunities and constraints for the 2051 New Urban Area, especially as it related to transportation and servicing. The results of those discussions and findings were to be incorporated into the GMPP. To date, the Region has not found the GMPP to be satisfactory and reflect the requirements of the phasing plan as well as the outcomes on the opportunities and constraints. This matter remains outstanding. The Town has not finalized or received Council endorsement on a Growth Management and Phasing Plan.

The overall development of the 2051 New Urban Area, including the lands subject to this By-law, is to occur in accordance with this future Growth Management and Phasing Plan that is satisfactory to the Region of Peel.

Servicing Constraints

A significant concern of the Region's is that there is insufficient capacity in the Regional water and wastewater systems (from our plants to more local mains) to accommodate this proposed community at this time pending completion of the ongoing Water and Wastewater Servicing Master Plan and approved capital projects as identified in the approved Water and Wastewater Capital Budget. Significant upgrades and additional watermains and sanitary sewers are required to service this community both in the local vicinity of this development and within the entire water and wastewater system. These projects include expansions to water treatment plants, new water transmission pipelines, upgrades and expansions to water pumping facilities and reservoirs, new large sanitary conveyance pipelines and wastewater treatment facilities. The majority of these will require multi-year design and construction efforts to complete. The Region currently estimates that the service upgrades and extensions are estimated to cost over \$6.2B for water and \$6.7B for wastewater for the housing pledges alone.

The Growth Management and Phasing Plan and the studies outlined above are required for the 2051 New Urban Area, are essential for the Region to plan for service delivery. The completion of these documents to the Region's satisfaction is imperative in order to deliver servicing infrastructure in an efficient and financially sustainable manner.

In working collaboratively with the Town, the Region is advancing servicing for the four priority areas identified by the Town in 2023 – Macville, Wildfield, Tullamore employment area and the Mayfield West Phase 2, Stage 3 lands. The lands subject to the proposed Zoning By-law Amendment are included in these priority areas. Although it is early in discussions, the Region is working with the Town and developers to advance the required works for this area. In the meantime, the Region is working to finalize an update to the infrastructure master plan that will identify servicing needs and the timing of service availability for the balance of the New Urban Area, which will need to align with the Town's Growth Management and Phasing Plan.

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The Region is advancing servicing infrastructure within the Town's borders and upstream and downstream to support all Bill 23 municipal pledges.

Housing Pledge

Based on previous conversations with the Town, the Region understands that a portion of these lands have been identified as being necessary to meet the Town's Housing Pledge of 13,000 units by 2031.

Specific Comments on the Proposed Zoning By-law

Request for Zoning Standards

In reviewing the proposed Zoning By-law Amendment, Regional staff request the following be included in the By-law:

- The environmental limits on a site-specific basis have not been examined or substantiated through detailed Environmental Studies, so the limits of the proposed residential zones cannot be validated. However, as part of the Region of Peel Official Plan*, the Greenlands System (which includes all Provincial Natural Heritage System designations and overlays, Core Areas of the Greenlands System, Natural Areas and Corridors and Potential Natural Areas and Corridors) was reviewed and is identified in Schedule C-1 of the Region of Peel Official Plan*.

As part of the Planning process, it is common for the environmental limits to be refined as more granular environmental studies are completed. As the more detailed supporting studies have not been completed and submitted for review, the limits of the EPA1-405-HDD zone should be amended to include the Natural Heritage System as depicted on Schedule C-1 Greenlands Schedule of the Region's Official Plan*. It currently does not.

Although Zoning By-laws are typically regulatory in nature, the proposed By-law currently indicates that the limits of the EPA1-405-HDD zone can be refined through the processing of further development applications. This text would support the ability for the environmental limits to be more broadly captured at this stage (based on Schedule C-1) and then refined through studies, where appropriate, at a later stage. This would more closely resemble the process of how environmental systems are identified and protected through the overall planning process.

- In accordance with the Region of Peel Official Plan*, there is a Primary Major Transit Station Area planned for this area. The MTSA lands are identified as being on the east and west side of Humber Station Road, north of King Street, and also the south-west corner of King Street and Humber Station Road. This area shall be designed to meet or exceed a minimum density of 150 residents and jobs combined per hectare. The Region encourages the Town to include a standard which reflects the minimum density target for the area.

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A portion of this proposed Zoning By-law Amendment will rezone a portion of the lands which are subject to a Ministerial Zoning Order (O. Reg. 171/21). There are uses within the MZO which are not reflected in the proposed Zoning By-law Amendment, such as a High Occupancy Vehicle Facility and Motor Vehicle Rental Establishment. A high occupancy vehicle facility means land used to support and service a public transit facility, including for dispatching, storing, servicing, hiring, loading or unloading buses, taxis, rideshare vehicles, limousine vehicles or similar fleet vehicles, but not tow trucks, tractors, trailers or tractor-trailers. This use is directly related to a potential GO Station. The proposed By-law may limit the use of the lands on the east side of Humber Station Road as it relates to a potential GO Station. In addition, a portion of the MZO identified a minimum density for the lands, which is proposed to be removed from the proposed Zoning By-law Amendment. Without the completion of comprehensive planning, Regional staff are concerned that the density to support a future transit station may be compromised.

In accordance with Region of Peel policy 5.4.19.7, development within the Designated Greenfield Area (outside of the MTSA) shall be designed to meet or exceed a minimum density of 67.5 residents and jobs combined per hectare. The Region encourages the Town to include a standard which reflects the minimum density target for the area.

For additional information, to inform the ongoing planning process for these lands, the Town will need to ensure an upfront plan is in place to meet the density (through secondary plans) and a monitoring plan is to be in place to track density as the applications are received across the Designated Greenfield Area.

- The Region is a supportive partner in addressing the housing crisis and delivering affordable housing options. Typically, though the Secondary Planning and Block Planning exercises affordable housing options are considered and related policies implemented. All stakeholders should be working together to ensure that an array of housing options is available, and that affordable housing is provided within the community. As Secondary Planning and Block Planning has not occurred for this community, the specifics with respect to type and tenure of housing options (including affordable housing) are unknown.

While the Region is supportive of ensuring a broad array of housing types and tenure are available, it is not best practice to isolate housing tenure in such a way as the definition of “Non-Market Housing”, unless there is no other way. In reviewing the various housing typology definitions in the Town’s Zoning By-law, it is not clear that the distinction of tenure in such a way is warranted. The Region would encourage the Town to look at the types of housing permitted (i.e. apartment building, detached dwelling, townhouse dwelling, etc.) and define these unit types in that manner instead. Should the Town continue to define and permit this use, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for this use.

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- The Region is encouraging the Town to permit a variety of housing unit types in the By-law. The Town should review the existing By-law to identify other unit types permitted elsewhere in the Town which could be added to the By-law. An example would be to include back-to-back stacked townhouses. Should additional uses be added, zone standards (i.e. setbacks, building height, etc.) should be incorporated into the By-law for those uses.
- The applicant is encouraged to explore the opportunity for locating a licensed childcare centre within the proposed development. The Region notes that Day Nursery and Private Home Day Care not permitted in a live-work unit. The Region would encourage the Town to consider adding this use.
- With more urban forms of development, it is common to see an increase of rear lanes, private roads, etc. These street types often come with reduced right-of-way widths which has proven to be a challenge for waste management collection vehicles. These vehicles require a minimum right-of-way width of 6 metres and the vehicles can only collect from the right-side of the vehicle. There is also a turning radius for these vehicles which must be designed for too. Regional staff note that the proposed Zoning By-law Amendment identifies lanes and therefore are requesting that Town staff consider adding a standard to the R2-XXX and RM-XXX zones which requires a minimum width of 6 metres for a private road/street or lane.
- Paragraph 2 of the By-law refers to the date that the By-law shall come into full force and effect. This date is proposed to be the date that the Future Caledon Official Plan (or the portions thereof affecting the lands shown on the schedule to the By-law) comes into full force and effect.

In the circulation dated April 17, 2024, Town staff indicate in the email: “Please note that except for A10, all of the applications will require the completion of secondary plans with supporting studies, to conform to the Official Plan”. This is not specified anywhere within the By-law. If the Town intends on requiring Secondary Planning, this should be indicated through a Holding provision in the proposed Zoning By-law Amendment. The Region has asked for this provision.

However, in noting that Town staff intend on requiring a Secondary Plan for these lands (although not expressed in the By-law) and noting that there is a paragraph of the By-law which delays the date that the By-law comes into full force and effect, Region of Peel staff request that this provision of the By-law (paragraph 2) be amended to reflect the date a Secondary Plan for the community is in full force and effect.

Alternatively, rather than bringing forward the By-law for approval on April 30, 2024 as intended, the Town could bring forward the By-law after the Future Caledon Official Plan and Secondary Plan are in full force and effect and therefore the provision would not be required.

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- In Paragraph 3a, with respect to the statement that minor adjustments to the zone boundaries can be adjusted, how would public agencies, the public, stakeholders, etc. learn of this adjustment and the changes to zoning such as permitted uses and standards and how does this affect enforcement?
- In Paragraph 4 of the By-law, the zones referenced (being the current zoning) is incorrect and should be revised. Also, all of the zones referenced (being the proposed changes) should be listed in full with the holding provisions – not all zones are currently captured.

Request for Holding Provisions

The Region is requesting Holding (H) provisions be applied to the entirety of the lands subject to RZ 2024-0012, by apply a Holding to each of the zones: RMD-AAA-HDD and EPA1-405-HDD .

In consideration of the lack of Secondary Planning, Block Planning and development applications, together with supporting material and completion of the Growth Management and Phasing Study, the Region is requesting a number of holding provisions to ensure that the community is developed effectively. The requested holding provisions are summarized at a high level below, with their specific content identified further in this letter:

- The first holding provision (comprised of subsections 1.a to 1.f) ensures that a Secondary Plan is completed, and submitted with the supporting information required in Region of Peel policy 5.6.20.14.17*. Recognizing that the planning authority will change as of July 1, 2024, it is not necessary that the Region be included as being a “satisfied” party in this condition.
- The second holding provision ensures that a Block Plan is completed in accordance with Region of Peel Official Plan policy 5.6.20.12)*. Recognizing that the planning authority will change as of July 1, 2024, it is not necessary that the Region be included as being a “satisfied” party in this condition.
- Recognizing the importance of Regional service delivery, the third holding provision (comprised of subsections 3.a and 3.b) ensures that the Town’s Growth Management and Phasing Plan (GMPP) is found to be satisfactory to the Region, receives Council endorsement and that the proposed secondary plan and further planning approvals reflect the GMPP. Similarly, the fourth holding provision ensures that the satisfactory Development Staging and Sequencing Plan for the Secondary Plan area is found to be satisfactory to the Region and that the proposed secondary plan and further planning approvals reflect the Plan.
- The fifth holding provisions looks to ensure that financial obligations required to deliver this community is shared among stakeholders appropriately.
- The sixth holding provision (comprised of subsections 6.a to 6.d) speaks to the requirements for delivering water and wastewater services in a timely, financially sustainable and effective manner.
- The seventh holding provision (comprised of subsections 7.a to 7.h) speaks to the requirements for ensuring a successful transportation network, including Regional roads and transit delivery.

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- The eighth holding provision seeks to ensure that lands required for the delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing, are dedicated to the Region.
- The four last remaining holding provisions (9, 10, 11 and 12) require the submission of supporting studies required to be determined satisfactory by the Region to support development applications: Noise Assessment (adjacent to Regional roads), Healthy Development Assessment, Stormwater Management Report and Waste Management Plan.

As the proposed Zoning By-law Amendment does not reflect the Town’s formatting of a Zoning By-law Amendment, and more specifically, the formatting of Holding (H) provisions as per Section 13.3 of the Town’s Zoning By-law, the Region has provided our requested H provisions in the same format as Section 13.3.

<i>Zone Designation</i>	<i>Location</i>	<i>Conditions for Removal</i>
RMD-AAA-HDD EPA1-405-HDD	Part of Lots 11 and 12, Concession 4 (Albion)	<p>Until such time as the Holding Symbol is removed, no person shall <i>use</i> the lands to which the letter (H) applies for any <i>use</i> other than the <i>use</i> which legally existed on the effective date of this By-law.</p> <p>With respect to the lands <i>zoned</i> RMD-AAA-HDD and EPA1-405-HDD, the Holding “H” Symbol shall not be removed until such time as:</p> <ol style="list-style-type: none"> 1. The Owner has submitted and received approval of a Secondary Plan, which: <ol style="list-style-type: none"> a. Includes any policies and recommendations of an Agricultural Impact Assessment, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); b. Includes any policies and recommendations of a Community Energy and Emissions Reduction Plan, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); c. Includes any policies and recommendations of a Climate Change Adaptation Plan, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon

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		<p>Official Plan on July 1, 2024);</p> <ul style="list-style-type: none"> d. Includes any policies and recommendations of a Detailed Subwatershed Study (including the designation of the natural heritage system), submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); e. Includes any policies and recommendations of an Area-Specific Environmental Implementation Report, submitted in support of the Secondary Plan and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.17 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024); and, f. Includes any policies and recommendations of a Housing Assessment, submitted in support of the Secondary Plan and any development or <i>Planning Act</i> applications with more than 50 residential units and prepared in accordance with Region of Peel Official Plan policy 5.6.20.14.11 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024). <p>2. The Owner has submitted and received approval of a Block Plan, in accordance with Region of Peel Official Plan policy 5.6.20.12 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024).</p> <p>3. The Owner has received written confirmation from the Region of Peel that the Town-wide Growth Management and Phasing Plan has been:</p> <ul style="list-style-type: none"> a. Completed to the satisfaction of the Region of Peel and endorsed by Town of Caledon Council; and, b. Implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s). <p>4. The Owner has received written confirmation from the Region of Peel that the following</p>
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		<p>documents a satisfactory Development Staging and Sequencing Plan for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s).</p> <p>5. The Owner has received written confirmation from the Region of Peel that the required financing agreements and arrangements have been made to the satisfaction of the Region of Peel for cost-sharing and financing of Regional infrastructure.</p> <p>6. The Owner has received written confirmation from the Region of Peel that:</p> <ul style="list-style-type: none"> a. a satisfactory Servicing Report for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s); b. a satisfactory site-specific detailed Functional Servicing Report has been received and implemented for any required development or <i>Planning Act</i> application; c. a development agreement has been executed with the Region of Peel to implement the required water and sanitary sewer services, which may include the payment of fees and posting of required securities; and, d. there is sufficient municipal water and sanitary sewer capacity to service the lands. <p>7. The Owner has received written confirmation from the Region of Peel that:</p> <ul style="list-style-type: none"> a. a satisfactory Transportation Study for the Secondary Plan area has been received and implemented in the Secondary Plan policies as well as any other required development or <i>Planning Act</i> application(s); b. A satisfactory site-specific detailed Traffic Impact Study has been received and implemented for any required development or <i>Planning Act</i> application; c. The Transportation Study and/or Traffic
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		<p>Impact Study have demonstrated a connected transportation system in accordance with Region of Peel policy 5.6.20.14.12 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024);</p> <p>d. Where more than 10,000 residential units have been approved for development in the 2051 New Urban Area as identified in the Region of Peel Official Plan (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024), the jurisdiction and financing mechanisms to support a complete local transit system are in place in accordance with Region of Peel policy 5.6.20.14.13 (to be transitioned to be the Town of Caledon Official Plan on July 1, 2024);</p> <p>e. a development agreement has been executed with the Region of Peel to implement the required Regional road improvements (including intersections with Regional roads), which may include the payment of fees, posting of required securities and dedication of roads, widenings, 0.3 m reserves and other lands;</p> <p>f. there is sufficient capacity on the Regional road network to service the lands;</p> <p>g. the proposed road network (public and private) and accesses to Regional Roads are satisfactory; and,</p> <p>h. that stormwater is not directed onto Regional roads in accordance with Regional policies.</p> <p>8. The Owner has received written confirmation from the Region of Peel that satisfactory arrangements for the dedication of any lands (including fees and costs) to the Region of Peel for the required delivery of Regional services, including public health, emergency services, transportation, water and wastewater services and affordable housing.</p> <p>9. The Owner has received written confirmation from the Region of Peel that, where the lands subject to a development application about or</p>
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		<p>are within 300 metres of a Regional Road, a satisfactory noise report has been received and the recommendations of the noise report have been implemented through the development application.</p> <p>10. The Owner has received written confirmation from the Region of Peel that, a satisfactory healthy development assessment has been received and the recommendations of the assessment have been implemented through the development application.</p> <p>11. The Owner has received written confirmation from the Region of Peel that, a satisfactory Stormwater Management Report has been received and the recommendations of the report have been implemented through the development application.</p> <p>12. The Owner has received written confirmation from the Region of Peel that, a satisfactory Waste Management Plan has been received and the recommendations of the report have been implemented through the development application.</p>
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Advisory Comments

Regional staff offer the following advisory comments on the content of the proposed Zoning By-law:

- There are a number of parking standards being amended (i.e. number of parking spaces required, parking space size, permitting encroachments into the parking spaces). With these proposed reductions together with a limited public transit network, the Region is concerned that parking may overflow onto neighbouring roads. On-street parking is not permitted on Regional Roads unless in accordance with the appropriate By-laws. One of the holding provisions requested from the Region speaks to the need for a public transit system. .
- The proposed By-law greatly reduces the regulatory framework for ensuring that lots have permeable surfaces and permits the majority of the lot to be covered with hard surfaces. An example is that the By-law includes no maximum building area or minimum landscape area. There may be many challenges with this, one being an increase in surface water runoff. Stormwater runoff is not permitted to discharge to a Regional road.

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- The subject lands are located in close proximity to existing industrial activity. There are considerations the Town should make as conflicts between these uses may exist. Have the D-6 Compatibility Guidelines been addressed? These guidelines assist land use planning authorities on how to decide what types of land uses are appropriate near industrial uses. This may impact the functionality, setbacks, etc. of the industrial and/or residential land uses.
- Without the completion of Secondary Planning and Block Planning, as well as development application review (with the supporting materials), it is difficult to anticipate if the Zoning By-law Amendment will satisfactorily implement the proposed development. There is a risk that a further Zoning By-law Amendment or Minor Variance(s) may be required to implement the proposed development at a later date.

Further Review

At this time, it is challenging for the Region to identify all requirements and comments which we may have on proposed developments within this community due to a lack of information and time being provided to complete a review. As part of any future revised submission of this proposed Zoning By-law Amendment or any future *Planning Act* or development application, the Region will have additional comments. The Region has and will continue to provide more detailed comments on the proposed Official Plan Amendment application (File No. POPA 2021-0002) on a without prejudice basis.

Region of Peel Review Fees

In accordance with the Region of Peel Fee By-law (By-law 50-2023), the required Zoning By-law Amendment fee payable to the Region of Peel in the amount of \$4,937.94 remains outstanding and is required. Please contact eftadvice@peelregion.ca to make the necessary payment arrangements.

Conclusion

In summary, the proposed Zoning By-law Amendment does not conform to the Regional Official Plan*; however, the Region will continue to work closely with the Town and other stakeholders to address the conformity matters. The Region is a supportive partner in addressing the housing crisis and delivering affordable housing options; however, we suggest that this By-law is premature for the reasons outlined in this letter and stresses to the Town that significant costly infrastructure (which will take years to complete) is required to develop these lands. Further discussion on the financing of those services is required to ensure fiscal responsibility for the Town and Region. The By-law as circulated contains several areas of concern and lacks clarity, zoning standards and holding provisions. Despite the prematurity of this application, the Region has requested zone provisions and holding provisions to be added to the proposed Zoning By-law Amendment and has also outlined a number of other considerations for the Town.

Public Works

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Correspondence for Public Meeting and Council Meeting

By copy of this letter to the Municipal Clerk, the Region is requesting that this letter form part of the public record and be made available as part of any Public Meeting, Committee Meeting and Council Meeting on this matter.

If you have any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4455, or by email at: tara.buonpensiero@peelregion.ca.

Yours truly,



Tara Buonpensiero, MCIP, RPP
Chief Planner and Director of Planning and Development Services
Public Works Department

c.: Kevin Klingenburg, Municipal Clerk
Agenda@caledon.ca
Bindu Shah, Town of Caledon
Tanjot Bal, Town of Caledon
Carmine Caruso, Town of Caledon
Adam Miller, Toronto and Region Conservation Authority
Dorothy DiBerto, Credit Valley Conservation

Appendix I: Regional Comments POPA 2021-0002 dated June 28, 2021 and December 23, 2021

June 28, 2021

Stephanie McVittie
Acting Manager of Development
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6
Stephanie.McVittie@caledon.ca

Re: Macville Secondary Plan
Region File: OZ-21-002C
Town File: POPA 2021-0002
Glen Schnarr and Associates Inc.
Bolton Option 3 Landowners Group

Dear Stephanie,

The Region has received the materials for the above noted application for a Local Official Plan Amendment (LOPA). The proposed development coincides in part with the settlement area added through the Local Planning Appeal Tribunal (LPAT) approved Regional Official Plan Amendment 30 (ROPA 30) settlement area. However, the proposed development captures a planning area larger than that approved in ROPA 30 which has been designated to accommodate growth to 2031 in Bolton. The portion outside of the settlement area is premature to consider as part of this application at this time. The subject lands are not currently within the Regional Urban Boundary or within an existing Rural Service Centre, and therefore the application as it stands does not conform to the Regional Official Plan.

The Region is currently undertaking a Settlement Area Boundary Expansion (SABE) Study as part of the Municipal Comprehensive Review (MCR), including the preparation of the technical studies required by the Growth Plan for the Greater Golden Horseshoe (Growth Plan), to support the selection of settlement boundary expansion areas for both residential and employment land to accommodate growth to 2051. While we do note that the area outside ROPA 30 is included in the draft conceptual settlement boundary expansion area currently being evaluated through the Region's MCR, these areas are conceptual only and updated policies will also be included in the Regional Official Plan that will guide future planning undertaken by Caledon including delineation of secondary plan areas, the need to undertake more detailed technical studies and will also include requirements related to staging and sequencing of growth. Further information on the status of the Region's Official Plan Review is available at the following link: <http://www.peelregion.ca/officialplan/review/>

Provincial and Regional Conformity

The Planning Justification Report speaks to Provincial and Regional policy conformity. However, the reference of the 2018 Regional Official Plan Office Consolidation does not include the recent ROPA 30. The Planning Justification Report and supporting materials should specifically speak to recently approved/ in-effect policies, such as ROPA 30 and how the proposed plan addresses all matters in Regional Official Plan policies and amendments.

Phasing and Implementation

The Town of Caledon is developing a planning framework (which may be referred to as the "Local Bolton Planning Framework").

Consistent with ROPA 30 policy 5.4.3.2.9.1, the Town of Caledon is required to prepare a phasing plan that provides for the orderly and fiscally responsible and efficient progression of development that is coordinated with the Region's capital plan and infrastructure master plans. The phasing plan should focus on the component of the Macville Secondary Plan lands that are located within ROPA 30. It

would be acceptable for landowners to prepare the phasing plan provided that the Town approves the plan and maintains accountability for it, in consultation with and to the satisfaction of the Region.

The fiscal impact report provided as part of the application discusses the projected timing of development of the Macville lands, which is assumed to be built-out by 2031 but it does not provide a phasing plan/staging plan in the context of the broader ROPA 30 area. While the application does discuss the technical aspects associated with servicing the subject lands and reference the commitment of the landowners group to upfront finance the construction of the site's internal infrastructure, further detail is required on how the infrastructure will be financed. Much of the required infrastructure is not currently contemplated in the Region's most recent Water and Wastewater Master Plan, 2020. Regional staff look forward to engaging with the Town and landowners group with specific discussion on the phasing and funding mechanism of required infrastructure.

In addition, in order to ensure the 11,100 people and 3,600 jobs are met in ROPA 30 among the separate applications, the application materials should demonstrate an approved Town of Caledon approach ensuring that total projected population and employment conforms to the Regional Official Plan. Each area of ROPA 30, including this area, should accommodate an appropriate proportion of the total Regional forecast population and employment. The Town of Caledon will need to be satisfied with the density provided in this application area, particularly around the future transit area.

Minister's Zoning Order:

On March 5, 2021 a Minister's Zoning Order (MZO) was made under the Planning Act through Ontario Regulation 171/21. The subject lands west of Humber Station Road and within ROPA 30 are now within a Mixed-Use Residential Zone, while the lands east of Humber Station Road and north of the settlement boundary are a Mobility Transit Hub Zone (a public transit depot with specified non-residential accessory uses). The Macville Secondary Plan, and updated supporting studies, should create a land use framework that enables the MZO's intended uses and does not conflict with the Minister's outlined restrictions.

The following Regional comments are divided between comments specific to Macville Secondary Plan lands within the approved Settlement Boundary (ROPA 30) and comments specific to lands outside of the approved settlement boundary.

1.0 Macville Secondary Plan Lands Outside of Approved Settlement Boundaries

1.1 Water Resource System and Natural Heritage System Policy Conformity

For lands in the proposed Macville Secondary Plan outside of the approved Bolton settlement boundary, these lands are not currently within the Regional Urban Boundary or within an existing Rural Service Centre and are designated Prime Agricultural Area in the Regional Official Plan. Therefore, the proposed designation to urban uses is not consistent with the PPS, the Growth Plan and the Region of Peel Official Plan.

This request will be considered through the Peel 2041+ Official Plan and MCR process, including consideration of the subject lands to be included in the settlement area as part of the SABE Study which is being undertaken as part of Peel 2041+. Should the subject lands be included in the SABE Study as a new settlement area in Caledon, these lands will be subject to new policy direction in the Region of Peel Official Plan including technical study recommendations which are being developed through the Scoped Subwatershed Study supporting the SABE work. The Scoped Subwatershed Study will be including recommendations regarding Natural Heritage System and Water Resource System identification, protection, restoration and enhancement with technical recommendations addressing water management, flooding and erosion control as mentioned previously. The planning for the Macville Secondary Plan lands outside of the approved settlement boundary

will be subject to additional policies that will provide direction for more detailed studies at the local level to guide secondary planning.

The implementation of Natural Heritage System and Water Resource System mapping in the Macville Secondary Plan area will need to consider existing and proposed policy direction of the Region of Peel Official Plan, recommendations that will be provided through the Scoped Subwatershed Study, and address consistency and conformity requirements in accordance with the PPS and Growth Plan.

1.2 Prime Agricultural Areas Policy Conformity

For lands in the proposed Macville Secondary Plan outside of the approved Bolton settlement boundary, these lands are not currently within the Regional Urban Boundary or within an existing Rural Service Centre and is designated Prime Agricultural Area in the Region of Peel Official Plan. Therefore, the proposed designation to urban uses is not consistent with the PPS, Growth Plan and the Peel Official Plan. Notwithstanding the redesignation of the Option 3 lands through ROPA 30, the remaining lands within the proposed Macville Secondary Plan are within the Prime Agricultural Area as identified on Provincial and Regional mapping of the Greater Golden Horseshoe agricultural system.

2.0 Macville Secondary Plan lands within approved Settlement Boundary (ROPA 30)

2.1 Growth Management

Updates to the Planning Justification Report and Secondary Plan will be required to speak to the following:

Population and Employment:

As described above, the ROPA 30 lands which include the subject lands of this application and beyond have been allocated 11,100 people and 3,600 jobs. In Draft Table 7.16 of the Macville Secondary Plan a total of 11,970 people and population-related jobs have been identified. This is a significant proportion of the ROPA 30 allocation on the lands, however this number may be attributed to the entire lands owned by the applicant, and or, growth outside the 2031 planning horizon. As described in previous comments, this draft table must clearly outline numbers associated with the lands within the Bolton settlement boundary to 2031 only.

For population and jobs that are attributed within the boundaries of the approved settlement area, please clarify the phasing and staging of the development and achievement of allocated growth over the 2031 horizon vs. what may be proposed to be implemented beyond that.

Regional staff recommend that the Macville Secondary Plan include a mix of residents and jobs to better utilize the future Bolton GO transit service and achieve complete community objectives. Employment opportunities beyond population-related employment should be planned for within the Macville Secondary Plan. The MZO does permit a range and mix of land uses which can provide employment (industrial uses excluded). Draft Policy 7.16.6.1.1 refers to office uses, but this has not been reflected in Draft Table 7.16.

Draft Table 7.16 also notes a density ascribed to ROPA 30, however no specific density was set in the ROPA text for this area. Please consider the following parameters in the updated materials which will affect the density of the plan area:

- The population and jobs allocated in ROPA 30;
- Transit-supportive densities and the potential for a Major Transit Station Area (MTSA) to be planned for 150 ppj/ha; and

- The land uses permitted within the MZO lands.

Housing Growth:

The proposal notes that there is an anticipated 625 units per year until 2030. The applicant must demonstrate, to the satisfaction of the Town, which portion of total ROPA 30 residents are accommodated through the area in the Macville Secondary Plan and within the approved settlement area.

2.2 Major Transit Station Area

The Bolton GO station has been studied as a potential MTSA (HUB-1) through the Regional Official Plan Review, known as Peel 2041+. At this time and in the December 2020 draft MTSA ROPA, the station has been identified as a “planned” station which is undelineated, though draft policies do require that lands around planned MTSA be reserved for transit-supportive land uses. The Region continues to review new information as available and is monitoring any further announcements from Metrolinx and the Ministry of Transportation regarding the Bolton GO station service horizon year. If delineated, an MTSA delineated on a GO rail corridor would require a density of 150 people and jobs per hectare, though the density may be achieved beyond the 2051 planning horizon. The land uses, road network, local transit routes, and active transportation planned within the MTSA should be structured to best achieve overall MTSA objectives.

Resubmissions of this application and the planning justification report should include commentary on achieving the Growth Plan, prescribed densities in relation to phasing and staging of development.

2.3 Healthy Communities

It is required that a large-scale healthy development assessment (HDA) be undertaken in the planning development application review process for the Macville Secondary Plan segment of the ROPA 30 settlement area, in consultation with the Region. This will assist planners in effectively creating healthy and complete communities, including opportunities for active transportation. An HDA measures the health-promoting potential of a development proposal by calculating a score to communicate the achievement of design standards that are essential to building healthy and complete communities. HDA’s core elements include: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. Upon receiving the completed HDA, further comments will be provided. The HDA must be submitted with the revised submission.

2.4 Affordable Housing

The Planning Justification Report must be revised to speak to affordable housing. The current application does not include or mention affordable housing commitments and does not meet the objectives of the Peel Housing Strategy and Regional Official Plan, particularly policy 5.4.3.2.9.1.e). For instance, Regional staff have concerns that the housing unit types included do not align with the new Regional housing targets including affordability, tenure, and density – for more information and further reference on these targets please see the table below. It is recommended that the revised materials reference the Regional Official Plan, as well as the Peel Housing Strategy to, as well as provide an updated analysis or breakdown of affordable housing commitments on the site.

<u>Target Area</u>	<u>Targets</u>
<u>Affordability</u>	That 30% of all new housing units are <i>affordable housing</i> . Encourage 50% of all <i>affordable housing</i> to be <i>affordable to low income residents</i> .
<u>Tenure</u>	That 25% of all new housing units are rental tenure.
<u>Density</u>	That 50% of all new housing units are in forms other than single-detached and semi-detached houses.

As per ROPA 30, an affordable housing assessment must be prepared by the applicant as part of the Macville Secondary Plan in consultation with the Region that will include policies for the provision of affordable housing, and must address the following items and requirements:

- Contribution towards the achievement of Regional new housing unit targets;
- The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and
- Identification and conveyance strategy for affordable housing, in consultation with the Region of Peel.

Further, it should be noted that the site may be applicable to inclusionary zoning (IZ) in the foreseeable future due to its proximity to the MTSA. More information will be shared with the development community and the applicant once the draft Regional IZ policies have been finalized over the coming months.

2.5 Water Resource System and Natural Heritage System Policy Conformity

For the lands in the proposed Macville Secondary Plan that are within the approved Bolton settlement area, the approved policies of ROPA 30 provide details related to the requirements for natural heritage, including policy 5.4.3.2.9.1 j) requiring a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) completed to the satisfaction of the Region, the Town of Caledon and the Toronto and Region Conservation Authority (TRCA). Please note the TRCA is the Region's technical advisor on matters related to the environment and has been requested to provide technical review comments on the Comprehensive Environmental Impact Study and Management Plan for the Macville Secondary Plan dated February 2021. Prior to the Region's support of the secondary plan, technical comments received from the TRCA must be addressed to the satisfaction of the Region and the Town.

The EIS and MP should build upon the recommendations and findings from the completed supporting environmental background work for the Bolton Residential Expansion Study to ensure that natural heritage system features and areas are appropriately protected, restored or enhanced.

The water management, natural heritage and water resource system planning for the Macville Secondary Plan is required to conform to the approved requirements in ROPA 30, and the current in-effect policies of the Regional Official Plan and applicable Provincial policy requirements set out in the Provincial Policy Statement (PPS), 2020, and the Growth Plan. The revised planning justification should ensure that the applicable policy requirements as described are addressed.

Please also note that the Region is undertaking technical studies applicable to the planning of new community areas in Caledon through the Peel 2041+ SABE Study which includes a Scoped Subwatershed Study providing water management and natural heritage system planning recommendations. These should be reviewed as the study advances and provides

useful information relevant to the implementation of the Macville Secondary Plan. The study is providing direction towards the implementation of stormwater management controls including recommendations for Regional (Regulatory) Storm Control. This subject area within the approved ROPA 30 portion of the Macville Secondary Plan straddles both the West Humber River and Main Humber River watersheds. The Macville Secondary Plan should provide appropriate direction to address the required stormwater, flooding and erosion requirements for development in the area. It is recommended that the Town of Caledon and relevant approval agencies be satisfied that the proposed water management, stormwater, flooding and erosion controls are acceptable prior to approval of the secondary plan.

2.6 Prime Agricultural Areas Policy Conformity

For the lands in the proposed Macville Secondary Plan that are within the approved settlement area boundary, the approved policies of ROPA 30, including policy 5.4.3.2.9.1 m) provide details related to the requirements for an Agricultural Impact Assessment (AIA) completed to the satisfaction of the Region, the Town of Caledon and the Toronto and Region Conservation Authority (TRCA). This includes identifying through mapping any Provincial Minimum Distance Separation I (MDS I) calculated setbacks and prohibiting development in the Setback Area(s).

The Planning Justification Report for the Macville Secondary Plan indicates that a Minimum Distance Separation setback encroaches along the northern portion of the proposed Secondary Plan (#253 – Westlake Farm). The recommendation in the Planning Justification Report that a policy be included in the Macville Secondary Plan (Section 7.16.18) to recognize the MDS setback that exists along the northern limit of the subject lands and to restrict growth in this area until the MDS setback is no longer required, is supported. The specific wording for the policy should be provided by the applicant in their draft amendment document and be consistent with similar policies included in the Town of Caledon Official Plan. The MDS setback should be illustrated on the Macville Secondary Plan schedule included in the Town's Official Plan. The Town/applicant may reference the MDS I setback calculations prepared by Planscape Inc. on behalf of the Region or by Colville Consulting on behalf of the Town that were prepared for the Town's Bolton Residential Expansion Study. A copy of the report titled "Update of the Minimum Distance Separation Analysis" prepared by Planscape Inc. dated May 8, 2020 is attached.

2.7 Climate Change

The proposed secondary plan should comprehensively implement the PPS and Growth Plan requirements for climate change, as well as the Region's current and proposed policy direction for mitigating greenhouse gas emissions and adapting to the impacts of climate change being developed through the Peel 2041+ Official Plan Review.

ROPA 20 updated sustainability policies and introduced energy policies in the Regional Official Plan. Section 1.3.5 of the Regional Official Plan provides a framework for sustainable development which includes an over-arching theme of sustainability and the application of a sustainable development framework. Section 3.7 of the Regional Official Plan provides policy direction on energy, including energy conservation, energy efficiency, and diversity using renewable and alternative energy systems. As part of the Peel 2041+ Official Plan and MCR process, new policies are being developed for designated greenfield areas as well as new community areas (SABE) that are supported by technical studies, and also implement policy direction in accordance with the PPS and Growth Plan.

Regional staff recommends that prior to approval of the Macville Secondary Plan, that the Town require the preparation of a Community Energy and Emissions Reduction Plan that addresses (i) feasibility, planning and implementation of net-zero carbon emissions, (ii) feasibility of implementing alternative and renewable energy systems, including district

energy, (iii) sustainable development guidelines, and (iv) electrical vehicle charging infrastructure as well as a Climate Change Adaptation Plan, addressing the reduction of community and environmental vulnerability to changing climate conditions, that directly support a climate change framework within the proposed secondary plan. The policies addressing climate change, in particular requirements to address the feasibility and implementation of distributed renewable energy systems should be strengthened in the proposed secondary plan. Appropriate policy direction should be incorporated into the secondary plan to implement the study recommendations.

Concluding Remarks

As demonstrated in this letter, if future resubmissions include development plans on lands outside of ROPA 30 for contextual reference:

- Regional staff will not be able to provide detailed comments on those external lands; and
- All application documentation, mapping, calculations, etc. must differentiate between lands within the 2031 settlement boundary which are subject to this application review, and lands which may be outside.

Resubmissions of this application and supporting studies, including the Planning Justification Report, must demonstrate conformity to ROPA 30 and the entire Regional Official Plan, including recognition of how the application proposes to contribute to the 11,100 people and 3,600 jobs allocated to the entirety of the approved ROPA 30 lands which coincide with this proposed development and the other approved areas. Resubmissions must include the supporting studies to be approved as part of the Macville Secondary Plan as outlined in policy 5.4.3.2.9.1 of the Regional Official Plan, which are further discussed throughout these comments.

Regional staff look forward to working collaboratively with the Town of Caledon and applicant to advance the application. Regional staff are available to engage further in this process with the applicant to address detailed comments. Revised materials as noted above are required. Updated Regional comments will be provided when the requested revised materials are received.

If there are any questions or concerns, please contact me at ricardo.razao@peelregion.ca or alternatively John Hardcastle at john.hardcastle@peelregion.ca

Regards,



Ricardo Razao
Development Services

December 23, 2021

Stephanie McVittie, MCIP, RPP
Acting Manager of Development
Town of Caledon
6311 Old Church Road
Caledon ON L7C 1J6
Stephanie.McVittie@caledon.ca

Re: Macville Secondary Plan
Region File: OZ-21-002C
Town File: POPA 2021-0002
Glen Schnarr and Associates Inc.
Bolton Option 3 Landowners Group

Dear Stephanie,

The Region has received revised materials for the above-noted application for a Local Official Plan Amendment (LOPA) referred to as the Macville Secondary Plan. It is our understanding through this resubmission that the boundary limits of the application have been amended to relate only to the lands within Macville that were approved through ROPA 30 and are currently designated within the Bolton Rural Service Centre boundary, referred to as the "Eastern Plan Area". As part of this resubmission, only the following documents were provided and reviewed:

- Revised Town of Caledon Official Plan Amendment Application form and cover letter
- Draft Macville Community Secondary Plan (Eastern Portion) prepared by Bolton LOG Consulting Team (October 2021)
- Revised Planning Justification Report (PJR) prepared by Glen Schnarr & Associates Inc. (October 2021)

All other technical documents previously received through the initial submission have not been revised. The applicant has noted that having technical documents relate to the entire Macville Community allows for a fulsome and comprehensive review, rather than looking at only the ROPA 30 approved lands in isolation. Regional staff supports the amendment made to the boundary limits of the application to relate only to the lands within Macville approved through ROPA 30. However, the technical documents continue to refer to information applicable to a planning area larger than that approved in ROPA 30 and is premature to be consider as part of this application at this time. Regional staff will require the technical documents to be revised to provide sufficient information for appropriate evaluation against the ROPA 30 policies specific to the Eastern Plan Area. Furthermore, Regional comments provided in this letter are specific only to the review of the revised material received through this resubmission. Additional comments will be provided when the revised technical documents are received through a future resubmission. The applicant has further advised that they intend to file a separate LOPA for the western portion of the Macville Community lands once those lands are brought into the Rural Service Centre following completion and approval of the Region's Municipal Comprehensive Review (MCR) process.

Following the review of the resubmission material, Regional staff advise that additional details are required to provide sufficient information for appropriate evaluation against the ROPA 30 policies specific to the Eastern Plan Area and offer the following comments:

Planning and Development:

- The applicant is required to resubmit a revised Macville Secondary Plan that meets the requirements in Section 5.4.3.2.9 of the Regional Official Plan (October 1, 2021 consolidation) that reflect policies as noted in the in-effect ROPA 30, and further resubmit the technical studies noted in Regional policies including but not limited to the phasing, staging and implementation plan, affordable housing assessment, water management, natural heritage and water resources system planning, and agricultural impact assessment.
- Provincial approval of the Peel 2051 MCR is anticipated in 2022 and is required prior to approving an application that relies on growth allocated beyond the 2031 planning horizon. Any growth allocations and policies in the Draft Regional Official Plan Amendment (ROPA) prepared for the Peel 2051 MCR are not yet in-effect and request for expansion to 2051 are considered premature at this time.
- Regional staff note that the area outside ROPA 30 is included in the draft conceptual settlement area boundary expansion (SABE) currently being evaluated through the Region's MCR, and any lands currently not designated with the Region of Peel Official Plan will not be finalized until Provincial approval. However, as the draft Macville Secondary Plan policies themselves continue to refer to information applicable to the entire Macville Secondary Plan area (e.g. 7.16.2, Table 7.16, and 7.16.4.1.3) with lands outside the settlement boundary, this application cannot be approved prior to the final Provincial decision on Peel's MCR. For example, Table 7.16 presents the population and employment targets for the entire Macville Secondary Plan and is inconsistent with the revised bounds of the development application (lands in the settlement boundary through ROPA 30). As such, planning applications outside of ROPA 30 are considered premature.
- The northern boundary of the Eastern Plan Area does not align with the boundary of the approved ROPA 30 lands. Please review and consider a revised Eastern Plan Area boundary to encompass the full ROPA 30 lands.
- Within the Planning Justification Report on Page 3 it notes the Region of Halton Official Plan, this is to be revised to the Region of Peel.

Growth Management

- The draft LOPA and Table 7.16 of the Macville Secondary Plan references a population of 10,910 and population related jobs of 1,060 for the entirety of the Macville area. However, additional information is required that clearly outlines numbers associated with the lands within the Eastern Plan Area of the Macville Community submitted in the revised application.

- The Macville Secondary Plan draft policies refer to units per net hectare for the low density residential, medium density residential, and mixed-use designations. Additional information should be provided in the Planning Justification Report regarding the number of people per unit and jobs provided in mixed use lands, ultimately presenting the density of these lands in people and jobs per hectare.

Requirements of the 2031 Planning Horizon vs. 2051

- A comparison table of growth management statistics including but not limited to people, jobs, and density is required to be presented in resubmission material. The information should clearly detail what can be attributed to the 2031 planning horizon (Growth Plan 2006, ROPA 24, and ROPA 30 allocations), vs. what may be beyond that.
- As higher order transit and a Major Transit Station Area (MTSA) is being planned for, Regional staff continue to recommend that the Macville Secondary Plan include a greater mix of community uses and jobs to better utilize the future Bolton GO transit service and achieve complete community objectives. Therefore, a phased approach to accounting for people, jobs, and density in the Eastern Plan Area is recommended to be presented in the Planning Justification report.
- The Planning Justification Report must be revised to describe how the Eastern Plan Area contributes an appropriate proportion of the 11,100 people and 3,600 jobs allocated to the entirety of the approved ROPA 30 designated greenfield lands which coincide with settlement areas within and beyond the Macville Community. Any people and jobs in excess of the ROPA 30 allocations must be attributed to subsequent planning horizons.
- Please note that the growth allocations and policies in the Draft ROPA prepared for the Peel 2051 MCR are not yet in-effect. Provincial approval of the Peel 2051 MCR is anticipated in 2022 and is required prior to approving an application which relies on growth allocated beyond the 2031 planning horizon.

Major Transit Station Area & Density

- The Draft ROPA prepared for the Peel 2051 MCR has proposed a delineated “Primary” MTSA for Bolton GO Station, with a minimum density of 150 people and jobs per hectare. Please advise of the density of the lands in the Eastern Plan Area and explore the appropriate mix of land uses to best utilize the higher order transit access within the MTSA (i.e. reconsider the location of infrastructure such as stormwater management).
- The Planning Justification Report on page 88 provides information on planned densities within an 800 m radius of the future GO Station. The number of people, population-related jobs, and density should be calculated based on the Eastern Plan Area boundary (which is entirely within the draft Bolton GO HUB-1 MTSA in the Peel 2051 MCR) rather than an 800m radius.
- In the Macville Secondary Plan document, a “Mobility Transit Hub” designation appears in the Schedule C-8 legend but does not appear on the mapping. This should be removed on the Eastern Plan Area version of Schedule C-8.

- Clarification is required to understand if draft policy 7.16.8.1.1 of the Macville Secondary Plan and the “Mobility Transit Hub” is referring to the GO station location or the proposed Bolton GO HUB-1 MTSA lands generally. The boundary of the draft HUB-1 MTSA does not align with the proposed “Mobility Transit Hub.”
 - The terminology “Mobility Transit Hub” can be confused with the MZO Mobility Transit Hub Zone, therefore revised terminology is recommended.

Land Uses

- Employment opportunities beyond population-related employment should be planned for within the Macville Secondary Plan. The Minister’s Zoning Order (MZO) O.Reg. 171/21 does permit a range and mix of land uses which can provide employment (industrial uses excluded), but this has not been reflected in the population and employment figures presented.
 - The draft Secondary Plan schedule C-8 depicts a small “Employment” parcel in the Eastern Plan Area. The Planning Justification report figure 7 is more specific and indicates “employment – Office/Innovation.”
 - To balance the mix of people and jobs, it is recommended that the Eastern Plan Area accommodate more jobs via additional employment lands or mixed office-residential land use designations.
- For clarity and to ensure conformity with the land uses prescribed in the MZO, it is recommended that the “Employment” designation referenced on schedule C-8 of the Macville Secondary Plan be retitled and draft policies in section 7.6.13 be revised to more accurately reflected the Minister’s permitted land uses. For example, draft policy 7.16.13.4 permits prestige industrial uses while section 5.5.4.1 of the Caledon Official Plan defines prestige industrial to include land uses such as manufacturing, which are prohibited in the MZO Mixed-Use Residential Zone or Mobility Transit Hub Zone.
- The “employment” designation and its office/innovation uses are not permitted in its current location in the Mobility Transit Hub Zone in the MZO. Employment uses such as a business office can be located in the Mixed-Use Residential Zone, and it is recommended that uses which contribute non-population-related employment be located as close to the future GO station location as possible.
- The full extent of land uses intended in the “Mixed-Use” designation shown on Schedule C-8 of the Macville Secondary Plan (such as residential) may not be permitted in its current location in the Mobility Transit Hub Zone in the MZO.

Phasing and Implementation:

- As the fiscal impact report has not been revised, comments provided in our June 2021 letter continue to apply including the requirement for a phasing and staging plan in the context of the broader ROPA 30 area, including further detail on how the infrastructure will be financed. Much of the required infrastructure is not currently contemplated in the regions Water and Wastewater Master Plan. Regional staff look

forward to engaging with the Town and landowners group with specific discussion on the phasing and funding mechanism of required infrastructure.

Affordable housing:

- An affordable housing assessment has not been submitted and as such, the comments provided in our June 2021 letter continue to apply.
- The Planning Justification Report notes that a variety of built forms such as single detached dwellings, semi-detached dwellings, street, lane, stacked and back-to-back townhouses, and mid-rise developments including mixed uses will provide for affordable, accessible and adequate housing due to the range of densities, building types and built forms. However, the application does not include or mention affordable housing commitments that are satisfactory to the Region, noted in ROPA 30 policies, and does not meet the objectives of the Peel Housing Strategy and Regional Official Plan. For instance, the housing unit types included do not align with the new Region-wide housing targets on affordability, tenure, and density. For more information and further reference on these targets, please see the table below.
- It is recommended that the applicant review the Regional Official Plan, as well as the Peel Housing Strategy to be better familiar with the housing requirements needed in the community, as well as provide an updated analysis or breakdown of affordable housing commitments on the site.

<u>Target Area</u>	<u>Targets</u>
<u>Affordability</u>	That 30% of all new housing units are <i>affordable housing</i> .
	Encourage 50% of all <i>affordable housing</i> to be <i>affordable to low income residents</i> .
<u>Tenure</u>	That 25% of all new housing units are rental tenure.
<u>Density</u>	That 50% of all new housing units are in forms other than detached and semi-detached houses.

- As per ROPA 30, an affordable housing assessment must be prepared as part of the Macville Secondary Plan in consultation with the Region that will including policies for the provision of affordable housing, and must address the following items and requirements:
 - Contribution towards the collective achievement of Region-wide new housing unit targets;
 - The availability of an appropriate range and mix of housing types, densities, sizes and tenure (e.g. rental) that contribute to the supply of affordable housing; and Identification and conveyance strategy for affordable housing. Conveyances of land or units for affordable housing must include zoning appropriate for affordable housing development, be tied to development milestones (e.g., registration of plan of subdivision for the applicable lands), and cost-sharing provisions.

- A Housing Analysis is an application requirement for all rezoning, subdivision and site plan applications to demonstrate implementation of the results of the Housing Assessment.
- Further, it should be noted that the site may be applicable to inclusionary zoning (IZ) in the foreseeable future due to its proximity to the MTSA. More information will be shared with the development community and the applicant once the draft Regional IZ policies have been finalized over the coming months. More detailed IZ implementation policies and zoning will be undertaken by the Town of Caledon.

Water Resource System and Natural Heritage System Policy Conformity:

- For the lands in the proposed Macville Secondary Plan that are within the approved Bolton settlement area, the approved policies of ROPA 30 provide details related to the requirements for natural heritage, including policy 5.4.3.2.9.1 j) requiring a Comprehensive Environmental Impact Study and Management Plan (CEISMP) completed to the satisfaction of the Region, the Town of Caledon and the Toronto and Region Conservation Authority (TRCA).
- Please note that the Conservation Authorities (CAs) are the Region's technical advisors on matters related to the environment. Regional staff, with advice from the CAs, previously reviewed background studies that were prepared for the Bolton Residential Expansion Study and Regional Official Plan Amendment 30 (ROPA 30), including the Bolton Residential Expansion Study: Phase 3 Technical Memorandum – Development of a Preliminary Natural Heritage System and Bolton Residential Expansion Study Background Environmental Study prepared by Dougan & Associates dated June 2014 and October 2014 respectively. A CEISMP prepared by Beacon Environmental dated February 2021, Functional Servicing Report prepared by Urbantech dated February 2021 and Preliminary Hydrogeological Investigation prepared by DS Consultants LTD dated February 2021 have been submitted in support of the Secondary Plan for the subject lands. The TRCA is currently reviewing the CEISMP and supporting technical studies and will be providing technical comments to confirm the studies are acceptable and there are no Regional policy concerns with the secondary plan.
- The TRCA's review should ensure that the CEISMP has built upon and appropriately addressed the recommendations and findings from the completed supporting environmental background work for the Bolton Residential Expansion Study (BRES) to ensure that natural heritage system features and areas are appropriately protected, restored or enhanced.
- The water management, natural heritage and water resource system planning for the Macville Secondary Plan is required to conform to the approved requirements in ROPA 30, and the current in-effect policies of the Regional Official Plan and applicable Provincial policy requirements set out in the Provincial Policy Statement (PPS), 2020, and the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2019. The Planning Justification Report should ensure that the applicable policy requirements as described are addressed.
- The Peel 2051 SABE Study which includes a Scoped Subwatershed Study providing water management and natural heritage system planning recommendations should be reviewed. The study is providing direction towards the implementation of

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stormwater management controls including recommendations for Regional (Regulatory) Storm Control. This subject area within the approved ROPA 30 portion of the Macville Secondary Plan straddles both the West Humber River and Main Humber River watersheds. The Macville Secondary Plan should provide appropriate direction to address the required stormwater, flooding and erosion requirements for development in the area.

- It is recommended that the Town of Caledon and relevant approval agencies be satisfied that the proposed water management, stormwater, flooding and erosion controls are acceptable prior to approval of the policies or application.

Healthy Communities

- It is required that a large-scale healthy development assessment (HDA) be undertaken in the planning development application review process for the Macville Secondary Plan segment of the ROPA 30 settlement area, in consultation with the Region. This will assist planners in effectively creating healthy and complete communities, including opportunities for active transportation. An HDA measures the health-promoting potential of a development proposal by calculating a score to communicate the achievement of design standards that are essential to building healthy and complete communities. HDA's core elements include: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. Upon receiving the completed HDA, further comments will be provided. The HDA must be submitted with the revised submission.

Prime Agricultural Areas Policy Conformity:

- The approved policies of ROPA 30, including policy 5.4.3.2.9.1 m) provide details related to the requirements for an Agricultural Impact Assessment (AIA) to be completed prior to the adoption of the secondary plan. The Region requires a statement in the revised Planning Justification Report that Regional Official Plan Policy 5.4.3.2.9.1 m) has been satisfied. The Planning Justification Report should address whether the mitigation of potential impacts of development on surrounding agricultural operations and lands beyond implementing Minimum Distance Separation (MDS) setbacks is appropriate or feasible to address land compatibility where agricultural uses interface.
- The Planning Justification Report indicates that a Minimum Distance Separation (MDS) setback encroaches along the northern portion of the proposed Secondary Plan (#253 – Westlake Farm) and in the western portion (#342 - Sprucelayne Farm). The recommendation in the Planning justification Report that a policy be included in the Macville Secondary Plan (Section 7.16.18) to recognize the MDS setback that exists within the subject lands and to restrict growth in this area until the MDS setback is no longer required, is supported. The specific wording for the policy should be consistent with similar policies included in the Town of Caledon Official Plan for the Mayfield West Phase 2 Stage 1 lands.
 - The MDS setback should also be illustrated and shown on the Macville Secondary Plan schedule to be included in the Town's Official Plan. The Town could utilize the MDS I setback calculations prepared by Planscape

Inc. on behalf of the Region or by Colville Consulting on behalf of the Town that were prepared for the Town's BRES for this purpose.

- In accordance with policy 5.4.3.2.9.1, the Planning Justification Report and Macville Secondary Plan policies should note that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formulae.

Concluding Remarks

As demonstrated in this letter, the applicant is required to resubmit a revised Macville Secondary Plan that meets the requirements in Section 5.4.3.2.9 of the Regional Official Plan which reflects policies as noted in the in-effect ROPA 30. Furthermore, a resubmission of revised technical studies noted in Regional policies will be required to provide sufficient information for appropriate evaluation against the ROPA 30 policies specific to the Eastern Plan Area. As such, all application documentation mapping, calculations, etc. must differentiate between lands within the 2031 settlement boundary and lands which may be outside.

Regional staff look forward to working collaboratively with the Town of Caledon and applicant to advance the application. Regional staff are available to engage further in this process with the applicant to address detailed comments. Revised materials as noted above are required. Updated Regional comments will be provided when the requested revised materials are received.

If there are any questions or concerns, please contact the undersigned at 905-791-7800 ext. 4093 or by email at patrick.amaral@peelregion.ca

Yours truly,



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