

Meeting Date: February 21, 2023

Subject: Proposed Official Plan Amendment, Brookvalley Phase 3, Between Chinguacousy Road and Hurontario Street, South of Old School Road, Ward 2

Submitted By: Stephanie McVittie, Manager of Development, Planning Department

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## **RECOMMENDATION**

That the proposed Official Plan Amendment, Brookvalley Phase 3, Between Chinguacousy Road and Hurontario Street, South of Old School Road, Ward 2, be refused.

## **REPORT HIGHLIGHTS**

- The Town has received an Official Plan Amendment to expand the Mayfield West Phase 2 Secondary Plan to include the lands between Chinguacousy Road and Hurontario Street, south of Old School Road.
- The subject lands are not located within a Town of Caledon Settlement Area or Secondary Plan, is bisected by the GTA West Corridor, is partially located within the Greenbelt Plan and has servicing constraints.
- The proposal will accommodate 4,550 dwelling units (majority being low-density), 13,061 people and 914 population-related jobs.
- On June 21, 2022, Planning staff brought forward Staff Report 2022-0247 to Planning and Development Committee which outlined direction for strategic growth in Caledon.
- In accordance with Staff Report 2022-0247, where an application for urban uses outside of a settlement area is submitted without an approved Secondary Plan, staff should review the application for completeness and consider whether the applications are premature, not good planning and should be recommended to Council for refusal..
- Prior to submission of the applications the applicant was informed that the applications were premature for a number of reasons.
- The application does not contain all required information and is therefore incomplete.
- The lands are bisected by the proposed GTA West Corridor and does not provide for appropriate transportation connections to the existing roads and surrounding area.
- Town staff understand that water and wastewater servicing will not be available in this area until 2036 based on the Region of Peel 2020 Water and Wastewater Master Plan for the Lake Based Systems, which looked at expected growth until 2041.

- The Town has not completed the Growth Management and Phasing Plan to establish growth management and phasing of development to the 2051 planning horizon, or required Secondary Planning for this area, and cannot confirm that this area is appropriate for development at this time, and that the land use and density proposed by the applicant is appropriate.
- The proposed application is premature and is not consistent with the Provincial Policy Statement, A Place to Grow: Growth Plan, Region of Peel Official Plan and the current Town of Caledon Official Plan.
- Planning staff is recommending that Council refuse the application.

## **DISCUSSION**

The purpose of this Staff Report is to recommend that Council refuse the Official Plan Amendment application proposed on the lands between Chinguacousy Road and Hurontario Street, south of Old School Road, recognizing that the application is 'incomplete' and premature, in alignment with the Strategic Directions Report to ensure that Caledon plans Caledon.

## **Subject Lands**

The subject lands are located between Chinguacousy Road and Hurontario Street, south of Old School Road. The entirety of the subject lands are approximately 430 gross hectares (1,062.5 gross acres) in size. Within that area, Brookvalley owns a minority of the land being 6 parcels of land totaling approximately 180 hectares (444.8 acres). The remaining lands, comprised of 39 parcels of land, are owned by other landowners. The lands are primarily agricultural, rural residential and environmental in nature.

The subject lands are not located within an existing Secondary Plan, but are adjacent to the northern limit of the Mayfield West Secondary Plan Area where residential, institutional and employment uses are permitted. Along the southern edge of the subject landholdings is the Greenbelt Plan, containing a hydrogeological feature and woodlot. The site is bisected by the proposed GTA West Corridor. See Schedule 'A', Location Map, attached.

## **Proposed Application**

On July 15, 2022, the Town received an Official Plan Amendment application for the subject lands from Malone Given Parsons on behalf of Brookvalley Project Management.

The proposed Official Plan Amendment seeks to expand the Mayfield West Phase 2 Secondary Plan Area to designate the lands as a settlement area, with various land use designations including low-density residential, medium density residential, environmental policy area, general commercial, institutional, open space policy area and stormwater pond facility.

The Planning Justification Report submitted with the application indicates that the lands will accommodate:

- 4,550 dwelling units (1,883 single and semi-detached units, 1,412 rear-lane and street townhouse units, and 1,255 stacked and back-to-back townhouse dwelling units);
- 13,061 people; and,
- 914 population-related jobs.

The majority of the expansion area is identified as being low-density residential (single, semi-detached, rear-lane townhouse and street townhouse units), having a minimum density of 30 units per net hectare. The density for the medium-density residential (stacked and back-to-back townhouse units) is proposed to be a minimum of 120 units per hectare. See Schedule 'B', Proposed Official Plan Amendment Land Use Schedule, for additional details.

### Strategic Direction Report

On June 21, 2022, Staff Report 2022-0247 (Strategic Growth Direction for the Town of Caledon) and Staff Report 2022-0209 (Impacts of Bill 109, The More Homes for Everyone Act, 2022 and A Recommended Path Forward) were brought forward to Planning and Development Committee. These reports were ratified by Council on June 28, 2022. These reports indicate that:

- The Town will be initiating a Town-Wide Growth Management and Phasing Plan to provide clear guidance and direction on where, when and how the Town will grow to the 2051 planning horizon.
- The Town will require that Town-led Secondary Plans be completed in advance of development occurring.
- Where an application for urban uses outside of a settlement area is submitted without an approved secondary plan, staff should review the application for completeness and consider whether the applications are premature, not good planning and should be recommended to Council for refusal. This approach aligns with the Region Official Plan direction on this matter.
- The Town will amend the existing development application process, including but not limited to the following changes:
  - Updating the Town's Pre-Consultation By-law, clarifying the requirements for pre-consultation and complete applications, including but not limited to:
    - Requiring public engagement prior to the formal application
    - Requiring indigenous consultation prior to the formal application
    - Obtaining various clearances and approvals (i.e. Ministry of Transportation approval, servicing approval, access approval, etc.)
    - Confirming parkland, school sites, community infrastructure needs
  - Implementing Terms of Reference for supporting studies/material.
  - Change the (then) Preliminary Meeting and Pre-Consultation Meeting processes.
  - Require that a Regional Official Plan Amendment be approved (where required), prior to accepting development applications.

- Require that a Town-led Secondary Plan be approved prior to accepting an application for urban uses outside of a settlement area.
- No longer permit the submission and processing of concurrent development applications.
- Require a Draft Plan of Subdivision where new public infrastructure is proposed.
- Updating the Town's Fee By-law to reflect the above-noted changes.

The Town's New Pre-Consultation By-law was approved by Council on June 28, 2022 and came into effect on the same day. The Town's amendment to the Fee By-law was approved by Council on July 19, 2022 and came into effect on September 1, 2022.

### **Summary**

In accordance with these reports and as further detailed in this Report, this application should be refused for the reasons summarized as follows:

- The application is premature pending the completion of the Growth Management and Phase Plan, determining the optimal phasing of development (prioritization of Secondary Plans) to the 2051 planning horizon.
- The application is premature as the Town is required by the Provincial Policy Statement, Growth Plan, and Regional Official Plan, to protect for the GTA West Transportation Corridor, until the Province advises that lands can be removed from corridor protection.
- The application is premature as it is not within a Town-led Secondary Plan which must be completed in advance of development occurring in order to conform with the Region's Official Plan.

Comprehensive planning and servicing has not been completed for the lands and the application is premature and not in the public interest.

### **Application History**

#### Pre-Consultation (DART) Meeting

There have been two Pre-Consultation (DART) Meetings held with the applicant: the first on March 9, 2017 and the second on March 24, 2022. At both of these meetings, the applicant was informed that the proposed application was premature. The Town did not provide formal 'complete' application requirements in 2022. The applicant was informed that the application was premature for a variety of reasons including:

- a) A portion of the lands are subject to the policies, provisions and requirements of the Greenbelt Plan.
- b) The lands are included within the GTA West Transportation Corridor Study Area and subject to all applicable policies and requirements. Development may not be able to proceed pending resolution of the matters connected with the approval of the proposed route.
- c) The lands are located outside of an established Settlement Boundary Area. Neither the Region nor the Town had completed their Official Plan processes. Submission

of development applications is premature pending the fulsome completion of Region of Peel and Town of Caledon Official Plan Review processes.

### Application Submission

Despite the applicant being informed that the application was premature, the applicant delivered a paper submission of the applications on July 15, 2022, despite the fact the Town moved to processing applications in an electronic format only since 2020.

### Application Fee Returned

In consideration that the application is premature and incomplete, the application fee have been returned to the applicant.

### **Application Is Incomplete**

In completing a review of the application, staff have determined that these applications are incomplete as the following material has not been received:

- Arborist Report and Tree Preservation Plan
- Headwater Drainage Feature Assessment
- Feature Based Water Balance Risk Assessment
- Slope Stability Assessment
- Geomorphic and Erosion Hazard Delineation

### **Application is Premature**

In addition to being incomplete, it is evident from the supporting materials that have been provided that the applications are premature for the following reasons:

- *A portion of the lands are subject to the policies, provisions and requirements of the Greenbelt Plan.*
  - The proposed Settlement Area Boundary Expansion includes lands within the Greenbelt Plan.
  - Staff cannot confirm that the proposed development as shown on the Site Plan accurately reflects the Greenbelt Plan boundary. See Schedule 'A' attached to this report.
- *The lands are included within the GTA West Transportation Corridor Study Area and are subject to all applicable policies and requirements. Development may not be able to proceed pending resolution of the matters connected with the approval of the proposed route.*
  - The GTA West Corridor includes both the corridor and a connection to Chinguacousy Road. The corridor bisects the proposed expansion area, resulting in separate land areas around the corridor. See Schedule 'A' attached to this report.
  - The GTA West Corridor is not reflected in the proposed Official Plan Amendment through text or visually.

- There is no clearance letter provided from the Ministry of Transportation, releasing the lands for development.
  - The Town has received and circulated other development applications in the GTA West Corridor to the Ministry of Transportation. In those cases, the Ministry objects to approval of the applications.
- *The lands are located outside of an established Settlement Boundary Area in the Town's Official Plan and is not within an approved secondary plan.*
  - At the time of the application submission, the property was located outside of an established Settlement Area in both the Region and Town's Official Plans.
  - The Region of Peel Official Plan was approved by the Province on November 4, 2022 and designates the lands 2051 New Urban Area and Designated Greenfield Area. The Regional Official Plan requires the completion of a staging and sequencing plan, and that local municipal secondary plans be prioritized and approved in accordance with that plan, prior to approval of secondary plans by local municipalities (Town of Caledon). The Regional Official Plan also specifies technical analysis and studies to be included as part of those Secondary Plans. The Town's Growth Management and Phasing Plan has not yet been completed and the proposed Amendment does not reflect all submission material as required by the Region of Peel Official Plan.
  - A Town-led Secondary Plan has not been initiated nor completed. The Town's Official Plan Review is not yet completed and the lands are not yet located within a Settlement Area in the Town's Official Plan.
- The Town's Growth Management and Phasing Plan has not been completed and therefore does not identify the timing of development for these lands.
- The Town has not completed a Town-led Secondary Plan and therefore the lands are not within a Town identified settlement area. In addition, the Town has not identified the appropriate intended land use of the area. The applicant is proposing community land uses; however, the type and density of the residential uses, and the requirement for supporting community uses (i.e. parks, firehalls, recreation facilities, etc.) has not been considered.

### **Transportation Network Concerns**

The GTA West Corridor includes both the corridor and a connection to Chinguacousy Road. The corridor bisects the proposed expansion area, resulting in separate land areas around the corridor. See Schedule 'A' attached to this report.

The proposed Secondary Plan does not illustrate the GTA West Corridor nor does it illustrate a conceptual road network which considers the corridor.

The Town has not completed the Multi-Modal Transportation Plan which will provide the framework for the transportation system within Caledon. The proposed transportation network as identified in the plan, will rely upon Old School Road, Chinguacousy Road, McLaughlin Road and Hurontario Street as the primary collector roads. These roads are not yet designed to accept the traffic generated from the development. In addition, the applicant is proposing a new east/west collector which will intersect at Chinguacousy Road, McLaughlin Road and Hurontario Street.

## **Servicing Constraints**

Through the processing of development applications in settlement areas in the surrounding area, there are known servicing constraints which will also impact the development. At this time, Town staff understand that Water and wastewater servicing will not be available until 2036 based on the Region of Peel 2020 Water and Wastewater Master Plan for the Lake Based Systems, which looked at expected growth until 2041.

## **Planning Review**

### Provincial Policy Statement, 2020

The PPS provides overall policy guidance on land use planning within Ontario. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing.

At the time of application submission, the lands were defined as Prime Agricultural Area in the Provincial Policy Statement, 2020 (PPS), however, with the approval of the Region of Peel Official Plan by the Province, the lands are now considered a Settlement Area within the PPS.

In accordance with the PPS, settlement areas shall be the focus of growth and development. The PPS offers direction on land use patterns within settlement areas which includes efficiently using land, resources, infrastructure and public service facilities which are planned or available. Land use patterns shall also minimize negative impacts to air quality and climate change and promote energy efficiency, prepare for the impacts of a changing climate, support active transportation, and are transit-supportive and are freight-supportive. The Town is to provide an appropriate mix and range of employment, institutional and broader mixed uses to meet long term needs, providing opportunities for a diversified economic base and ensuring the necessary infrastructure is provided to support current and projected needs.

Section 2.1 of the PPS requires natural features and areas to be protected for the long term. 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.

Section 1.1.3.7 of the PPS states that planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
- 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.

In accordance with Section 1.6.6.2, municipal sewage services and water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Section 1.6.6.1.d of the PPS speaks to planning for sewage and water services shall integrate servicing and land use considerations at all stages of the planning process.

In relation to transportation systems, the PPS requires the efficient use of existing and planned infrastructure (Section 1.6.7.2) and as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries (Section 1.6.7.3).

The property is bisected by the GTA West Corridor, which is a planned transportation corridor. The PPS requires planning authorities to plan for an protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs. Furthermore, planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the intended purpose. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. (Section 1.6.8) It is not good planning to designate the property for community uses until the impact of development on the GTA West Corridor can be properly assessed.

The proposed applications are not consistent with the Provincial Policy Statement and it is not good planning to permit growth without an integrated planning approach to land use, environmental protection, servicing, and transportation, among other considerations.

#### A Place to Grow Plan

The A Place to Grow Plan provides for similar policy direction as the Provincial Policy Statement and as such staff has not included all applicable policies in the summary below.

Section 2.2.1.2 indicates that forecasted growth will be allocated with the vast majority of growth being directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems and can support the achievement of complete communities. Growth will be limited in settlement areas that are not serviced by existing or planning municipal water and wastewater services or are in the Greenbelt Area. Within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned and areas with existing or planning public service facilities.

Section 2.2.1.3 requires municipalities to integrate planning to manage forecasted growth be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term and provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

The Plan looks to support the achievement of complete communities that feature a diverse mix of land uses with convenient access to stores services and public service facilities, provides for a diverse range and mix of housing options, including additional residential units and affordable housing, provide for a more compact built form, mitigate and adapt to the impacts of a changing climate, and integrate green infrastructure and low impact development.

As per the Plan, the Region of Peel minimum density target for the Designated Greenfield Area is 50 residents and jobs combined per hectare. The Planning Justification Report submitted with the application indicates that the proposed plan will accommodate 67.2 residents and jobs combined per hectare, just short of the minimum required density of 67.5 for the Designated Greenfield Area of the Town of Caledon in the approved Regional Official Plan.

Planning for new or expanded infrastructure is to occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

- a) Leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
- b) Providing sufficient infrastructure capacity in strategic growth areas;
- c) Identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and
- d) Considering the impacts of a changing climate.

The transportation system within the GGH will be planned and managed to:

- a) Provide connectivity among transportation modes for moving people and for moving goods
- b) Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
- c) Be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for tripmaking and supporting the use of zero- and low-emission vehicles;
- d) Offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services
- e) Accommodate agricultural vehicles and equipment, as appropriate; and
- f) Provide for the safety of system users.

The Plan also contains policies related to the planning, design and construction of municipal water and wastewater systems (requiring a comprehensive water or wastewater master plan), stormwater management (requiring watershed planning be completed and a stormwater management plan) and public service facilities (prioritizing co-location in community hubs).

The proposed applications do not address the policies of the A Place to Grow Plan and it is not good planning to permit growth without an integrated planning approach to land use, environmental protection, servicing, and transportation, among other considerations.

#### Greenbelt Plan

The subject lands contains a significant portion of lands located within the Greenbelt Plan and are designated as Protected Countryside and Natural Heritage System. The Natural Heritage System includes core areas and linkage areas of the Protected Countryside with the highest concentration of the most sensitive and/or significant natural features and functions. These areas need to be managed as a connected and integrated natural heritage system. Settlement areas outside the Greenbelt are not permitted to expand into the Greenbelt.

Within the Natural Heritage System, new development or site alteration shall demonstrate that:

- a) There will be no negative impacts on key natural heritage features or key hydrologic features or their functions
- b) Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape

- c) The removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided. Such features should be incorporated into the planning and design of the proposed use wherever possible
- d) The disturbed area, including any buildings and structures, of the total developable area will not exceed 25% and the impervious surface of the total developable area will not exceed 10%; and,
- e) At least 30% of the total developable area will remain or be returned to natural self-sustaining vegetation.

The infrastructure policies of the Greenbelt Plan prohibit stormwater infrastructure in key natural heritage and key hydrologic features and their associated vegetation protection zones. For major river valleys connecting the Niagara Escarpment to Lake Ontario, naturalized stormwater management systems may be permitted within the vegetation protection zone of a significant valleyland, based on certain criteria.

The Town cannot confirm that the proposed development conforms to the policies of the Greenbelt Plan.

#### Region of Peel Official Plan

On the date that the applications were submitted, the Region of Peel Official Plan designated the lands as Prime Agricultural Area. On November 4, 2022, the new Region of Peel Official Plan was approved by the Province which now designates the lands as Rural System, Urban System and 2051 New Urban Area on Schedule E-1. The Rural System designation applies to the portion of the lands within the Greenbelt Plan.

The Regional Official Plan is consistent with the Provincial Policy Statement and conforms to the A Place to Grow Plan and Greenbelt Plan. For the purpose of this report, staff has identified policies as they related to growth management and secondary planning.

Section 5.5.6 of the Region's Official Plan directs local municipalities to prepare growth management and phasing strategies for the Designated Greenfield Area (which includes the subject lands) within the Regional Urban Boundary. These growth management and phasing strategies will address and incorporate issues such as the improvement of live-work relationships, unit mix and housing targets, a range of employment types, the timing and efficient provision and financing of necessary Regional and local municipal services, public service facilities, fiscal impacts to the Region and the local municipalities, staged build-out and logical extensions to development, priority areas for development, the policies and targets of this Plan, prolonging agricultural uses as long as practical, and the sustainable rate of employment growth related to population growth.

In accordance with Section 5.6.20 of the Region's Official Plan, Designated Greenfield Areas policies will be implemented by the local municipalities through secondary planning

and community/neighbourhood level block planning. Community/neighbourhood level block plans refer to the detailed technical level of planning that is done to address the extent and location of secondary plan elements, including roads, lot patterns, stormwater management, facilities, park locations, proposed residential densities and employment uses, and densities, etc. The local municipalities may refer to block plans in different terms, as long as the components and intent of the detailed planning is met. Additionally, if a secondary planning process includes the technical level of detail that would normally be included in community/neighbourhood level block plans, then a separate planning process may not be required.

The Plan directs the Town to designate and delineate a structure for the Designated Greenfield Areas in the Caledon Official Plan, and provide a policy framework for secondary plans, and secondary planning boundaries to guide future development. This work is underway through the Growth Management and Phasing Plan, and development of Secondary Plan Terms of Reference.

Where an approved secondary plan is not in place, the municipality shall develop staging and sequencing plans to provide for the orderly, fiscally responsible and efficient progression of development. The Region also requires the Town to permit approval of secondary plans in the 2051 New Urban Area only after the following are completed to the Region's satisfaction:

- A connected transportation system is planned
- Staging and sequencing plans

Finally, the Plan requires that secondary plans be supported by and undertaken in accordance with the following studies and technical analysis:

- An Agricultural Impact Assessment
- A Community Energy and Emissions Reduction Plan
- A Climate Change Adaptation Plan
- A detailed Subwatershed Study
- Environmental Implementation Reports
- Identification of a natural heritage system
- Consideration of transportation impacts

Until the applications conform with the above-noted Region Official Plan policies, it is not good planning or in the public interest to approve the applications.

Town of Caledon Official Plan

Within the Town's Official Plan, the lands are currently designated as:

- Agricultural and Rural Area of the Growth Plan and Greenbelt Plan Area on Schedule "A1"
- Prime Agricultural Area, Environmental Policy Area and Boundary of Greenbelt Plan Area on Schedule "B"
- Greenbelt Plan Natural Heritage System on Schedule "S"

The Town is completing a review of the Official Plan and through that process, the subject lands will be added to the urban area and Designated Greenfield Area of Caledon, in accordance with the approved Regional Official Plan. The delineation of secondary plan boundaries and the development of growth management and phasing policies, will occur through the Growth Management and Phasing Plan, and be incorporated into the new Official Plan.

The Town prepares secondary plans for 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 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 part of the secondary planning process, the Town will include the following:

- Land use and distribution, density, and community design.
- Transportation.
- Environmental protection, enhancement and management.
- Heritage/archaeological potential.
- Stormwater management.
- Phasing requirements.
- A servicing strategy.
- Integration and compatibility of the Secondary Plan with adjacent existing and future land uses.
- Other relevant matters as deemed appropriate.

The Town is preparing updated Terms of Reference for the preparation of Secondary Plans to conform to the direction in the approved Regional Official Plan, and to build upon Town community building objectives in keeping with 'Caledon plans Caledon'. Updates to the policies in the Official Plan related to secondary plans will also be advanced as part of the Official Plan Review.

Until comprehensive planning for the area has been undertaken through the Town's Official Plan and secondary plan processes, it is not good planning or in the public interest to approve the applications.

### **Next Steps**

#### Application Refusal and Appeal Rights

Planning staff is recommending that Council refuse the applications for a number of reasons as outlined within this report and including:

- In accordance with Staff Report 2022-0247, staff are directed to review applications for completeness and consider whether the applications are premature, not good planning and should be recommended to Council for refusal where an application is for urban uses outside of a settlement area and not within an approved Secondary Plan.
- The Town has not completed the Growth Management and Phasing Plan or Secondary Planning for this area, as required by the approved Regional Official Plan, and cannot confirm that this area is appropriate to develop at this time and that the intended land uses and densities are appropriate.
- Prior to submission of the applications the applicant was informed that the applications were premature for a number of reasons.
- The applications do not contain all required information and are therefore incomplete.
- The lands are bisected by the Proposed GTA West Corridor and do not provide for appropriate transportation connections to the existing roads and surrounding area. The Town is required to protect for the GTA West planned corridor and cannot permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose it was identified.
- Town staff understand that water and wastewater servicing will not be available until 2036 based on the Region of Peel 2020 Water and Wastewater Master Plan for the Lake Based Systems, which looked at expected growth until 2041.
- The proposed applications are premature and incomplete and are not consistent with the Provincial Policy Statement, A Place to Grow Plan, Greenbelt Plan, Region of Peel Official Plan and the Town of Caledon Official Plan.

The applicant has the right to appeal Council's decision on the applications and therefore it may result in a hearing at the Ontario Land Tribunal (OLT).

Without comprehensive, orderly planning for this development, achieved through a secondary plan that aligns with the GTA West Corridor, the Region's Official Plan, and provincial plans and policies, staff are concerned that the Town of Caledon's ability to deliver the housing pledge and appropriately planned uses will be compromised.

Growth Management and Phasing Plan and Secondary Planning

The Town will complete the Growth Management and Phasing Plan. The outcome of this study will be the strategic and responsible identification of where, how and when to grow within the New Urban Area. The Town will then undertake Secondary Plans in accordance with the direction of the Growth Management and Phasing Plan. These Secondary Plans are critical to identify land uses, servicing requirements, transportation/access, community services, etc. Following a completed Secondary Plan, a Block Plan may be required for the area. Once the Secondary Plan and Block Plan is in effect for the lands, the owners may make development applications to proceed with development of the lands.

**FINANCIAL IMPLICATIONS**

There are no immediate financial implications associated with this report.

**COUNCIL WORK PLAN**

**Sustainable Growth:** Continue to advocate for provincial highway infrastructure including the Highway 427 extension and GTA West Corridor; Advance proactive infrastructure development solutions for growth management

**Connected Community:** Discourage non-agricultural storage on rural land; Preserve heritage and natural areas

**Improved Service Delivery:** Improve roads and long-term planning that maintain road standards; Plan for improved stormwater management to reduce drainage issues; Improve and innovate business processes for better customer service and service delivery

**Good Governance:** Balance financial planning for both operating and capital budgets; push for policies that better cover the true cost of growth; manage reasonable community expectations

**ATTACHMENTS**

Schedule A: Location Map

Schedule B: Proposed Official Plan Amendment Land Use Schedule