

For Information

REPORT TITLE: Update on Regional Official Plan Amendment 30 as Approved by the Local Planning Appeal Tribunal

FROM: Andrea Warren, Interim Commissioner of Public Works
Adrian Smith, Chief Planner and Director of Regional Planning and Growth Management

OBJECTIVE

To update Regional Council on the approval of Regional Official Plan Amendment 30 at the Local Planning Appeal Tribunal and provide an overview of next steps in policy implementation.

REPORT HIGHLIGHTS

- Regional Official Plan Amendment (ROPA) 30 was adopted on December 8, 2016, by Regional Council to accommodate 2031 residential (community land) growth in Bolton on the lands known as “Option 6” and “the Triangle Lands”.
 - In 2017, ROPA 30 was appealed to the Ontario Municipal Board, now the Local Planning Appeal Tribunal (LPAT), and hearings commenced August 2020, with additional phases of the hearing scheduled into mid-2021.
 - A revised version of ROPA 30 resulting from settlement discussions was presented to the LPAT on November 30, 2020 and approved in an oral decision.
 - ROPA 30 was the final of three settlement expansions in Caledon to accommodate 2031 population and employment growth, thereby concluding Peel’s planning process that began in 2007 to implement the 2006 Provincial Growth Plan.
 - ROPA 30, as approved by the Tribunal, incorporates several changes from the version originally adopted by Regional Council including 90 hectares of additional settlement expansion land in Option 3, Option 1, and Rounding Out Area B and policy updates.
 - A memorandum of oral decision (a written decision) will follow from the Tribunal.
 - ROPA 30, as approved, is now being implemented by Regional staff and incorporated into the ongoing Peel 2041+ Official Plan Review and Municipal Comprehensive Review.
 - The Region of Peel will work with the Town of Caledon to implement the policies and growth allocated to ROPA 30 through local official plan amendments conforming with the Regional Official Plan.
 - Regional staff anticipate that the requirement of conformity with the Regional Official Plan as amended by ROPA 30 will lead to significant residential land use designations being sited within the Option 6 lands.
 - In response to the Town’s request, a Minister’s Zoning Order (MZO) was made by the Minister of Municipal Affairs and Housing on March 5, 2021 (*Ontario Regulation 171/21*) to implement mobility transit hub zoning on the future Bolton GO Station lands and mixed use residential zoning on surrounding lands in Option 3. A request by the Region for an MZO to implement community use zoning on the Option 6 lands, remains outstanding.
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DISCUSSION

1. Background

In response to discussion at the February 18, 2021 Planning and Growth Management Committee meeting, this report provides background on the November 30, 2020, LPAT approval of ROPA 30 and discussion about next steps for implementation.

Regional Official Plan Amendment (ROPA) 30 establishes a settlement area boundary expansion for residential and employment growth in Bolton to meet the requirements of the provincial Growth Plan, 2006 and ROPA 24 which set out Peel's framework for allocating 2031 growth. The Region's consideration of settlement expansion for Bolton was based on technical information and recommendations stemming from the Bolton Residential Expansion Study (BRES).

The Town of Caledon ("Town") commenced the BRES process in 2012 which established six "option areas" and three smaller "rounding out areas" within the lands around Bolton (see Appendix I) to be the subject of detailed technical analysis. On October 14, 2014, the Region of Peel received a ROPA application made by the Town based on Option 3 and the Rounding Out Areas as their recommended areas to accommodate the settlement area boundary expansion. The Region's process for the preparation of ROPA 30 was guided by the provincially facilitated settlement of ROPA 28 (Bolton Employment Lands), which provided details for a comprehensive review process, including additional technical analysis and public consultation.

On December 8, 2016, Regional Council adopted ROPA 30 by By-law 67-2016 based on Option 6 and the Triangle Lands. ROPA 30 was subsequently appealed to the Ontario Municipal Board, now the Local Planning Appeal Tribunal (LPAT).

Between 2017 and mid-2020 a number of proceedings were held to arrange administrative matters, and the hearing was scheduled to commence in summer 2020, proceeding in several phases concluding in July 2021. Further details on the BRES project background, ROPA 30 process, and the LPAT proceedings, are available on the Region's BRES webpage: www.peelregion.ca/planning/officialplan/bres/.

2. The Appeal Proceedings and Settlement

a) Commencement and Approval of Motions to Include Select Lands in ROPA 30

On August 14, 2020, the hearing commenced with an uncontested overview of factual evidence on the history of the BRES and ROPA 30. The following motions with areas identified in Appendix II were brought forward at that time and approved, as follows:

- A November 10, 2020 decision and order approved the lands owned by Zancor Homes Ltd. in Rounding Out Area B (known as the "Chickadee Lane lands") to be included in the Bolton settlement area as part of ROPA 30.
- A November 30, 2020 decision and order approved ROPA 30 as it applies to the Triangle Lands, which were brought into the Bolton settlement area for the purposes of employment uses only (a restrictive covenant was registered against the property).

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Two motions were filed jointly by the representatives of Option 6 and Boltcol South Holdings Inc. to request this.

b) Key Planning Matters Leading to a Settlement and LPAT Approval

Based on the most up to date information available, Regional staff worked with the appellant parties (which included the Town of Caledon) on a basis of good planning principles to determine the quantity of developable lands needed in Bolton to meet 2031 growth in Caledon. The analysis also considered the intended employment uses adjacent to the GTA West corridor such as on the Triangle Lands. The total “take-outs” of land not developable for community uses in the Caledon Designated Greenfield Area (“DGA”) included the GTA West Corridor alignment, environmental features, and employment uses on the Triangle Lands and notionally in Option 6 adjacent to the GTA West Corridor. This analysis resulted in the identification of a need for an additional 90 hectares of community land beyond the Council adopted ROPA 30 lands.

The analysis confirmed conformity with the ROPA 24 Land Budget population and employment allocation to the Caledon DGA (40,000 people, 21,500 jobs) and the density target for the Caledon DGA (42 people and jobs per hectare) required to achieve the overall Peel DGA density requirement for 2031 (50 people and jobs per hectare).

In addition to Option 6 and the Triangle Lands, ROPA 30 was revised to identify 90 hectares of additional developable land in Bolton. Working in conjunction with the parties’ planning experts, the appropriate location of this land was identified in Option 3 (56 hectares), Option 1 (28 hectares), and Rounding Out Area B (6 hectares) (Appendix II). The policy framework was updated to reflect the additional lands, changes requested by the Province, and to refine servicing policies.

The Region’s planning witnesses presented the proposed settlement and revised ROPA 30 (Appendix III) to the LPAT on November 30, 2020, and the settlement was accepted as proposed by an oral decision of the Tribunal. A ‘memorandum of oral decision’ (a written decision) will follow, and the contents of this report are subject to the written decision when it should become available.

3. Implementation and Next Steps

ROPA 30, as approved, is now being implemented by Regional staff and will be incorporated into an updated publicly available Regional Official Plan office consolidation with other recent ROPAs (e.g. ROPA 33 - Ninth Line). As the planning work to implement ROPA 30 advances, a local official plan amendment (LOPA) and secondary plans will need to be prepared to accommodate the 11,100 people and 3,600 jobs on approximately 245 hectares of developable land designated by ROPA 30.

We understand that Town staff and the landowners of the Option 6, Option 3 and Option 1 landowners are establishing work plans to initiate those processes and Regional staff look forward to working with them. The Rounding Out Area B LOPA process has been initiated by that landowners’ group and is well underway.

ROPA 30 is also being incorporated as final in the ongoing Peel 2041+ Official Plan Review and Municipal Comprehensive Review (MCR), which plans for growth to the year 2051.

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a) Implementation Policies in ROPA 30

As the local planning process gets underway, in addition to considering Provincial Policy and the overall policy requirements of the Regional Official Plan, the specific detailed policies included in ROPA 30 must also be addressed and conformed with. The following summarises the applicable specific ROPA 30 policies (see Appendix III):

Key Implementation Policies of ROPA 30

ROP Policy 5.4.3.2.9

- The ROPA 30 lands must accommodate approximately 11,100 residents and 3,600 jobs.
- An appropriate mix of jobs, employment lands, local services, housing, including affordable housing, community infrastructure, and a full range of transportation options must be planned for.
- Natural heritage features must be identified and protected.
- Employment land uses must be included in the expansion area (to reflect the November 30, 2020 Triangle Lands LPAT decision and accommodate 3,600 jobs).

ROP Policy 5.4.3.2.9.1

- Prior to the Town adopting a LOPA and secondary plan, the Town must prepare a phasing plan which provides for the Region to approve phasing, staging, implementation, and financial plans and agreements prior to approval.
- The Region may consider more than one local official plan amendment/secondary plan within the ROPA 30 lands to address phasing, staging, and financing requirements independently.
- Specific requirements were included to require that the secondary plan or plans address issues such as healthy development, affordable housing, natural heritage, agriculture, transportation and protection of the GTA West corridor.

Permitted Land Uses and Implications of the Provincially Significant Employment Zone

ROPA 30 requires that the lands designated as the “Bolton Residential Expansion Settlement Area 2031” (The ROPA 30 lands) be planned to accommodate 11,100 residents and 3,600 jobs. As noted above, local planning of the Option 6, Option 3, Option 1, Rounding Out Area B and the Triangle Lands will now proceed. Policies guiding the planning and development of the area have been applied to create a complete community including an appropriate mix of jobs, employment lands, local services, housing, affordable housing, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected.

While the Growth Plan, 2006, applied to ROPA 30 for the purposes of the LPAT hearing, the secondary plans and local official plan amendments will be subject to the current Growth Plan, 2019, which includes provincially significant employment zones (PSEZ) as shown in Appendix IV. The current PSEZ policy framework arises in the 2019 version of the Growth Plan which provides very little guidance on the role that PSEZs are to play in the planning process. The Growth Plan definition of a PSEZ contemplates that it be comprised of employment areas as well as mixed use areas that contain a significant number of jobs.

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The implications of the PSEZ will unfold through further decisions of Regional Council associated with the ongoing MCR, Caledon's decisions on detailed local land uses and any further policy guidance that may be provided by the Province regarding the implementation of PSEZ designations. The PSEZ does not automatically change designated use of land nor does it require such a change as a matter of conformity. However, the Growth Plan does preclude conversion of existing employment designations unless certain criteria have been met. ROPA 30 does not contemplate the conversion of any employment uses to non-employment uses. The 2019 Growth Plan permits the Minister to provide specific direction for planning in areas identified as a PSEZ through appropriate official plan policies and designations, and in economic development strategies. In the case of the Bolton PSEZ, no such direction has been received from the Minister.

The *Planning Act* requires lower tier Official Plans to conform with the upper tier Official Plan. In the case of ROPA 30, the expansion of the Bolton settlement boundary does not designate a land use. The residents and jobs set out in ROPA 30 must form the basis for the land uses to be designated by Caledon. Many of the jobs have already been allocated to the Triangle lands. There are not enough jobs identified in ROPA 30 to allow all ROPA 30 lands within the PSEZ (i.e. Option 6) to be designated for employment purposes. Similarly, the proposed expansion areas in Option 1, 3, and Rounding Out Area B will not consume all the residents identified in ROPA 30, even if few jobs are allocated to them. Those residents must be attributed to other ROPA 30 lands (i.e. Option 6). Caledon will have jurisdiction to adopt local official plan policies applicable to the ROPA 30 area provided they conform with the Region's Official Plan. The Region, as the approval authority for the Town's Official Plan, could refuse to approve an amendment should it not conform and such a refusal could then be appealed to LPAT. The LPAT would be required to ensure that the Caledon Official Plan conforms with ROPA 30 and the Regional Official Plan.

Minister Zoning Order Requests

Bolton GO Station: The Town of Caledon had requested a Minister's Zoning Order (MZO) to implement transit station area zoning on the future Bolton GO Station and surrounding lands in Option 3. On March 5, 2021 an MZO was made under the *Planning Act* through *Ontario Regulation 171/21* (see Appendix V):

- The lands within Option 3 and ROPA 30 are a Mixed-Use Residential Zone
- 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)

Before the actual development can occur, the Town of Caledon and landowners will need to undertake the detailed local planning processes including preparing a LOPA and secondary plan, subdividing the lands, completing engineering and technical requirements and obtaining necessary permits and approvals. In addition, the Town will need to work with the Region on establishing the engineering details, timing and funding arrangements of key infrastructure such as water and waste waster services. Note that zoning is more typically completed towards the end of the local planning process.

Option 6 Lands: A request for an MZO was submitted by the Region to the Minister of Municipal Affairs and Housing to request that community use zoning be applied on the Option 6 lands to reflect conformity with ROPA 30, as adopted by the Region. The lands

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were requested to be zoned to permit development of a complete community including an appropriate mix of jobs, local services, housing, including affordable housing, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. The Minister has not advised of a response to the Region's request for an MZO.

Given the approval of ROPA 30 by the Tribunal, the Region, the Town and landowners can now move forward with the detailed local planning and implementation of ROPA 30 on the designated lands.

b) Impacts on the Peel 2041+ Municipal Comprehensive Review

In establishing Regional employment areas mapping in the Growth Management focus area of the Peel 2041+ MCR, the Region has depicted the Triangle Lands as employment on draft Regional Official Plan mapping.

The ROPA 30 LPAT decision also impacts the Settlement Area Boundary Expansion (SABE) Study being conducted within the Peel 2041+ MCR to identify lands to accommodate greenfield community (residential or mixed use) and employment land growth to 2051. The SABE conceptual area presented to Planning and Growth Management Committee on February 18, 2021 did reflect the revised ROPA 30 as within the Bolton settlement area. All of the lands included in the 2031 ROPA 30 Bolton settlement area approved by the LPAT were also supported for 2051 growth in the draft SABE concept map.

The Region will continue to consider the updates and results of the SABE study in addition to ROPA 30 on planning for Major Transit Station Areas (MTSA) like the future Bolton GO station.

CONCLUSION

The approval of ROPA 30 represents a successful conclusion to the Region's MCR to conform to the Growth Plan, 2006 and accommodate growth to 2031. The Region will continue to work with the Town to implement ROPA 30 through LOPAs and plan for the next stage of growth in Peel and Caledon to 2051 through the Peel 2041+ Regional Official Plan Review. Regional staff anticipate that the requirement of conformity with the Regional Official Plan as amended by ROPA 30 will lead to significant residential land use designations being sited within the Option 6 lands.

APPENDICES

Appendix I - Map of Regional Official Plan Amendment 30 as Adopted, December 8, 2016

Appendix II - Map of the Revised Regional Official Plan Amendment 30 and Approved Motions, November 2020

Appendix III - Revised Regional Official Plan Amendment 30 (as Approved by Oral Decision of the LPAT, November 30, 2020)

Appendix IV - Map of Provincial and Regional Employment Policy Layers in Bolton

Appendix V - Minister's Zoning Order for the Bolton GO Station Area O. Reg. 171/21

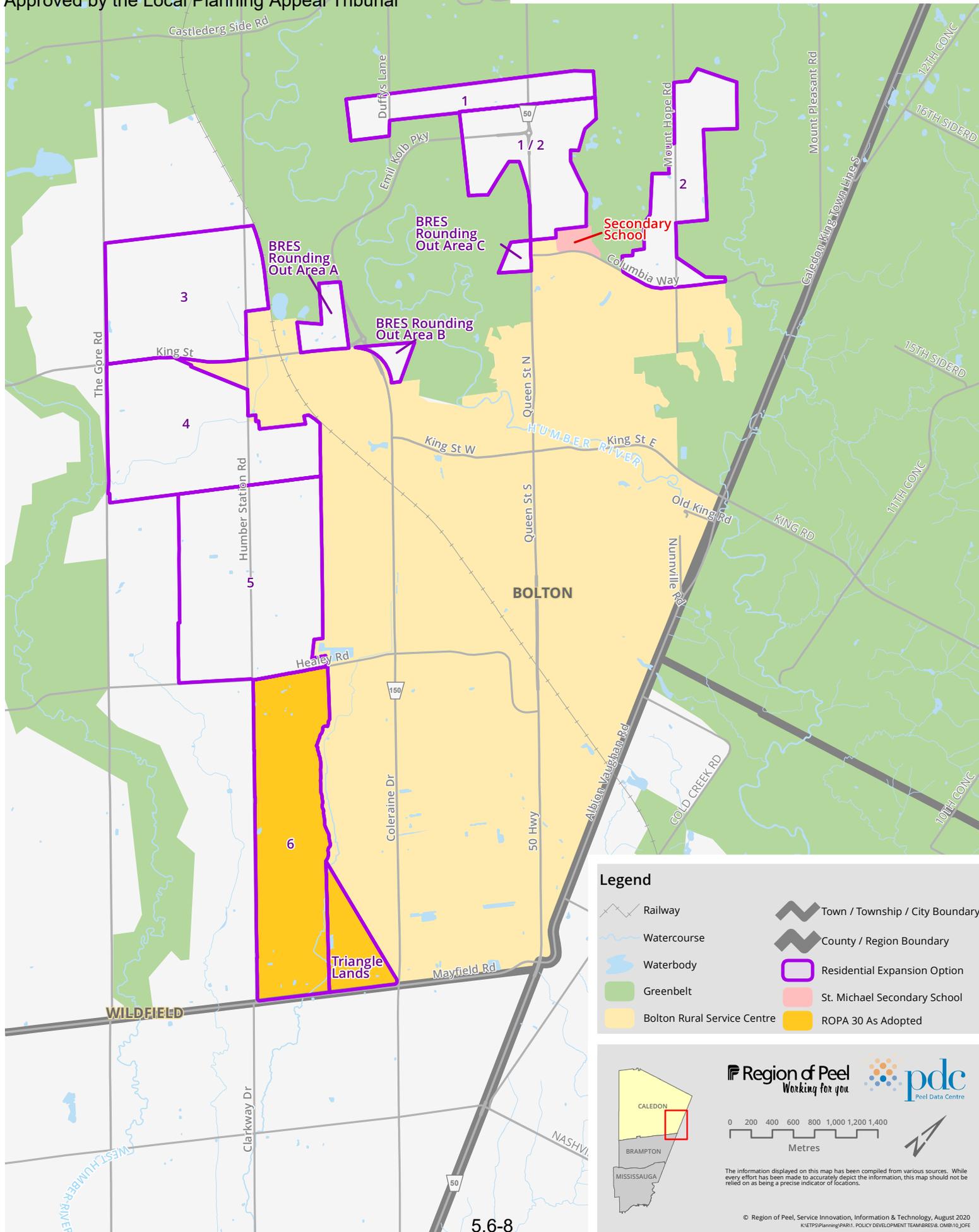
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Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Legal Services.



Legend

- Railway
- Watercourse
- Waterbody
- Greenbelt
- Bolton Rural Service Centre
- Town / Township / City Boundary
- County / Region Boundary
- Residential Expansion Option
- St. Michael Secondary School
- ROPA 30 As Adopted

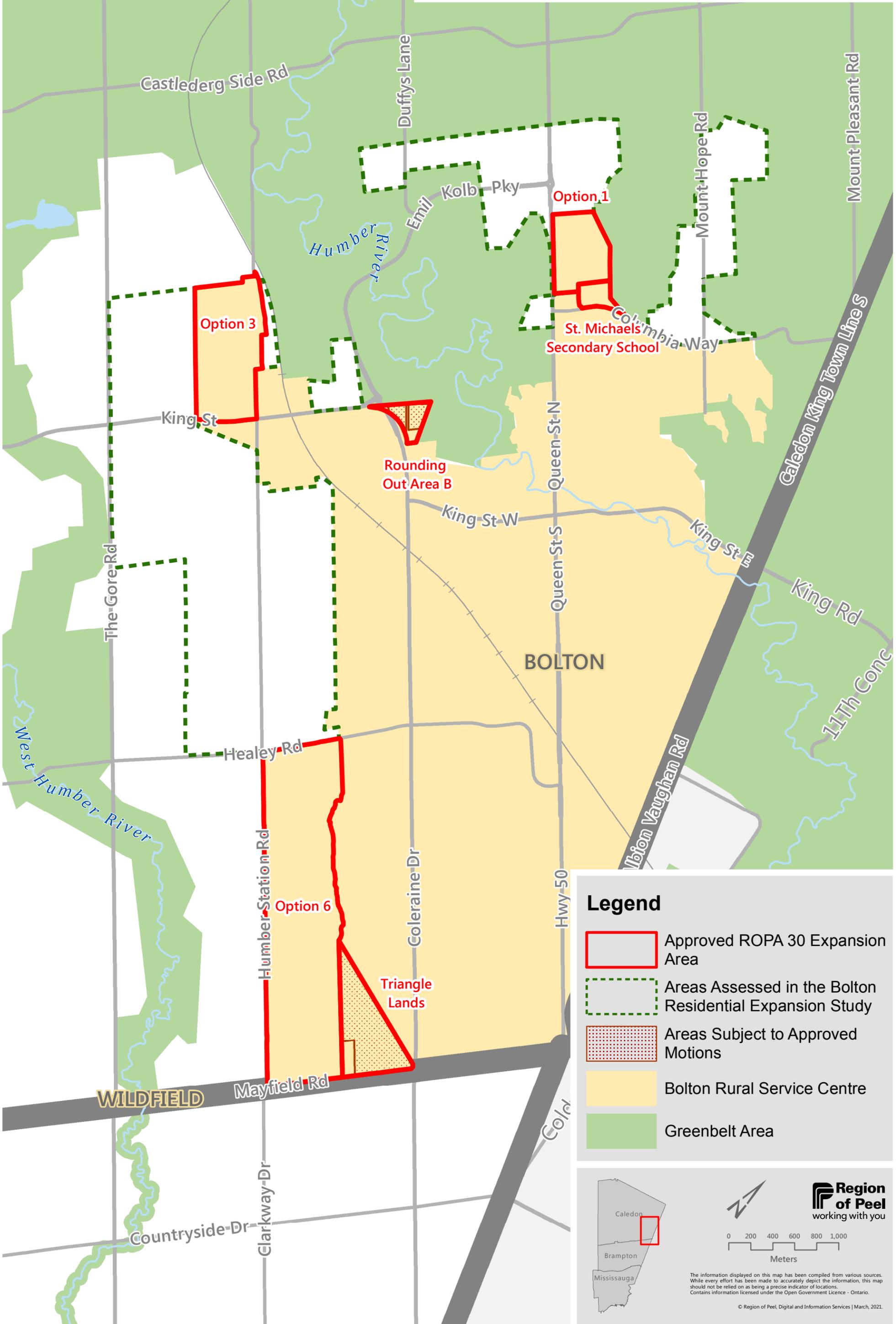
Region of Peel Working for you

pdc Peel Data Centre

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The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.

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Legend

- Approved ROPA 30 Expansion Area
- Areas Assessed in the Bolton Residential Expansion Study
- Areas Subject to Approved Motions
- Bolton Rural Service Centre
- Greenbelt Area

Region of Peel
 working with you

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REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER 30

AN AMENDMENT TO ESTABLISH A BOLTON RESIDENTIAL
EXPANSION SETTLEMENT AREA BOUNDARY

THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendments to the Text, Schedules, and Figures of the Region of Peel Official Plan, constitutes Amendment Number 30 to the Region of Peel Official Plan.

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to establish an expansion to the Bolton Rural Service Centre, and identify Areas Assessed in the Bolton Residential Expansion Study.

This Amendment also provides an updated policy framework to guide further planning development review in the Bolton Residential Expansion Settlement Area.

Location:

This Amendment applies to lands in the Town of Caledon as legally described as Concession 5, Part Lot 1 to 5 (Township of Albion), Concession 7 Part of Lot 11 and 12, Concession 4 (Alb) Part of Lots 11 and 12, Concession 5 (Alb) Part of Lots 11, 12 and 13, Concession 5 (Alb) Part of Lot 10, Concession 6 (Alb) Part of Lot 10, Concession 7 (Alb) and Part Lots 11, 12, 13 and as shown by the Areas Assessed in the Bolton Residential Expansion Study surrounding Bolton in Schedule D in the attachment in this Appendix PART B – THE AMENDMENT.

Basis:

Settlement Boundary Expansion in Caledon

Regional Official Plan Amendment (ROPA) 24 is the Region's Growth Plan conformity exercise. The growth management component of ROPA 24 was approved by the OMB in 2012 with new 2031 forecasts for the Town of Caledon and introduced a minimum greenfield density target of 42 residents and jobs per hectare. ROPA 28 (South-Albion-Bolton Employment Land and the North Hill Supermarket Expansion Area) and ROPA 29 (Mayfield West Phase 2) implemented ROPA 24. This Bolton Residential Expansion Settlement Area completes the 2031 ROPA 24 population and employment forecasts for the Town of Caledon.

The expansion of the current Bolton Rural Service Centre boundary is a key component of Caledon's growth management strategy of directing the majority of growth in the Town of Caledon to the Rural Service Centre settlements of Bolton, Caledon East and Mayfield West. This expansion will accommodate approximately 11,100 people and 3,600 jobs.

Bolton Rural Service Centre

Bolton is located in the Town of Caledon and is identified as a Rural Service Centre in the Peel Official Plan. Rural Service Centres are developed on full municipal water and sewer services and provide a range and mix of residential, employment, commercial, recreational and institutional and community services to those living and working in Caledon.

Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan)

The Growth Plan provides growth management policy direction and population and employment forecasts for single- and upper-tier municipalities within the Greater Golden Horseshoe.

The proposed Bolton Residential Expansion Settlement Area implements the Growth Plan population and employment forecasts for 2031A.

Region of Peel Official Plan

The Regional Land Budget assigns population and employment growth to the Growth Plan policy areas in Peel. For Caledon the 2031 population and employment totals are 108,000 people and 46,000 jobs. The Regional Land Budget set the 2031 unallocated greenfield population and employment totals for Caledon at 21,500 people and 11,000 jobs and established the need for 609 hectares of land for all settlement area boundary expansions.

Town of Caledon Official Plan

The Town of Caledon is required to bring its Official Plan into conformity with Provincial Plans and Policies and the Peel Official Plan, in particular ROPA 24. The Town's conformity exercise resulted in OPA 226 which was approved by the OMB in 2013. The population and employment forecasts from the Regional Land Budget are reflected in OPA 226.

OPA 226 is being implemented through a series of settlement area boundary expansions as the Bolton Residential Expansion Settlement Area is required to accommodate growth from Bolton contained in OPA 226. This expansion will accommodate approximately 11,100 people and 3,600 jobs.

Region's Consideration and Evaluation of the Town's ROPA Application

The Bolton Residential Expansion Study (BRES) was initiated by the Town of Caledon in April 2012 to determine the appropriate location to accommodate growth in Bolton. After completion of several studies as part of the BRES process and identification of a preferred boundary expansion area, Town Council approved a proposed Bolton settlement expansion area (generally known at the time as Option 3) as recommended by the study. In October 2014 the Town submitted its Bolton Residential Expansion ROPA application to the Region of Peel.

On November 12, 2015, Regional Council endorsed a planning process for the consideration of the Town's ROPA application. The planning process lays out a number of tasks and milestones to ensure a fair, open and transparent public process that provides all stakeholders, agencies, and members of the public with an opportunity to provide their input.

The Region retained a consultant to recommend criteria to assist in the consideration of the Town's ROPA application. Following a period of public consultation, eighteen evaluation criteria were finalized and supported by staff. The criteria are organized into six theme areas for use in evaluating each expansion option from a Regional perspective. The themes include:

Theme One: Protect Natural Heritage Features and their Associated Functions

Theme Two: Promote Coordinated, Efficient, and Cost Effective Infrastructure

Theme Three: Promote Fiscal Responsibility

Theme Four: Ensure Compact, Complete, and Healthy Communities

Theme Five: Protect Agricultural Lands

Theme Six: Response to Long-Term Urban Structure Implications

The evaluation themes and criteria are based on a comprehensive review of Regional interests, the Peel Official Plan, the Provincial Policy Statement (PPS), the Growth Plan, and stakeholder input.

Municipal Comprehensive Review (MCR) Process

In September 2012, the Region retained Malone Given Parsons (MGP) to review Caledon's MCR process. MGP prepared a policy framework listing all relevant policies that should be reviewed for compliance to and conformity with settlement area boundary expansions in the context of the MCR process. MGP developed a list of 23 evaluation criteria which form the basis of evaluating whether a settlement area boundary expansion meet the requirements of an MCR. The Region retained The Planning Partnership to assist with the consideration of this application and has reviewed the Evaluation Table prepared by Malone Given Parsons. Regional staff has concluded the MCR criteria have been met for this proposed expansion to the Bolton Rural Service Centre Boundary.

Draft ROPA Policy Framework

Draft ROPA 30 has been prepared that provides for the inclusion of approximately 245 hectares of developable land to be included in the Bolton Rural Service Centre Boundary and provide a policy framework for the expansion lands while addressing a range of matters including infrastructure, financing, healthy development, transportation, natural heritage, and agricultural planning.

A policy regarding the GTA West Transportation Corridor and NWGTA Transmission Corridor protection has been included in the draft ROPA that requires the Town of Caledon to prepare official plan and secondary plan policies for the phased release of lands within the GTA West Study Area which includes the Focused Analysis Area (FAA) and NWGTA Transmission Corridor Identification Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. It is anticipated that applications in the GTA West Study Area that are outside the FAA will not be impacted by the potential GTA West Transportation Corridor. Similarly, it is anticipated that applications outside of the NWGTA Transmission Corridor Identification Study Area will not be impacted by the future electricity transmission corridor.

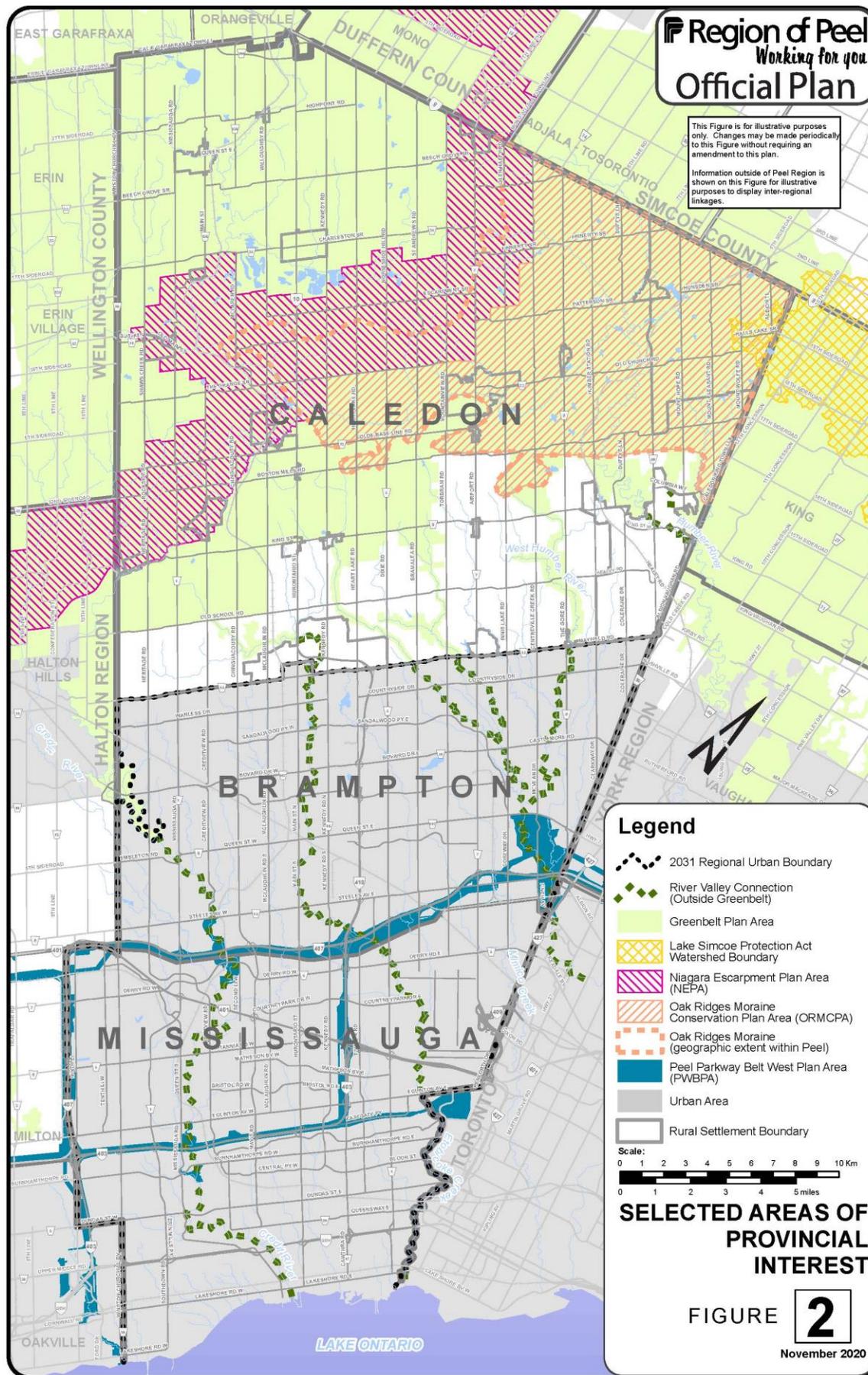
The draft ROPA also includes proposed Schedule amendments to include Areas Assessed in the Bolton Residential Expansion Study surrounding the Bolton Rural Service Centre and

include the subject lands in the Bolton Residential Expansion Area 2031 to be part of the Bolton Rural Service Centre on Schedule D of the Peel Official Plan. Other Schedules that are proposed to be amended include Schedule B (remove the subject lands from the Prime Agricultural Area), Schedule D1 (include the subject lands in the Rural Service Centre outside the Oak Ridges Moraine Conservation Plan Area), Schedule D3 (include the subject lands in the Settlement Areas outside the Greenbelt), and Schedule D4 (include the subject lands in the Designated Greenfield Area).

The proposed Areas Assessed in the Bolton Residential Expansion Study in Schedule D and proposed Residential Expansion Area in Schedule D and Schedule D4 are identified by a series of arrows and boxes with rounded corners to indicate what has changed in those Schedules and are not part of the amendment to the Official Plan.

A technical minor adjustment and correction is also recommended to include the existing St. Michael Secondary School into the Bolton Rural Service Centre Boundary which would update Schedule B, D, D1, D3, and D4. The school site which is currently located outside, but abutting the Bolton Rural Service Centre Boundary, should be included as this existing facility functions as part of the Rural Service Centre.

Figure 2 Selected Areas of Provincial Interest is proposed to be amended by including the subject lands in the Rural Settlement Boundary as shown in the attachment in this Appendix PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figure 2 will be approved by Regional Council and take effect when the ROPA is in effect.



PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and schedules constitute Amendment Number ___ to the Region of Peel Official Plan.

Amendments to Text and Schedules

1. Chapter 5, Regional Structure, is amended by inserting new Section 5.4.3.1.5 as follows:

“To establish healthy complete communities that contain, living, working and recreational activities, which respect the natural environment, resources and characteristics of existing communities and *services*.”

2. Chapter 5, Regional Structure, Section 5.4.3.2.1 is amended by inserting “employment,” after “providing a range and mix of residential,” as follows:

“Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, employment, commercial, recreational and institutional land uses and community services to those living and working in the Rural System.”

3. Chapter 5, Regional Structure, Section 5.4.3.2.2 is amended by deleting the second and third sentences as follows:

“Show on Schedule D the 2031 settlement boundaries for each of the Caledon East, Mayfield West and Bolton Rural Service Centres. ~~The 2031 boundaries for Caledon East and Mayfield West have been established. The 2031 boundary for Bolton has been partially established and remains to be completed.~~ The 2031 boundaries for the Mayfield West and Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will be consistent with Sections 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this Plan. Accordingly, the Region, working with the Town of Caledon, will designate the 2031 boundaries of the Mayfield West and Bolton Rural Service Centres.”

Appealed

4. Chapter 5, Regional Structure, Section 5.4.3.2.7 is amended as follows:

“The Region of Peel will study and consider future growth through a municipal comprehensive review, which will examine the need and most appropriate location for an expansion across the Region, including, but not limited to, the following locations:

- a) Around the Mayfield West Rural Service Centre, the boundary shown as a red dashed line on Schedule D and designated in the legend as “Study Area Boundary” is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur; and
- b) Generally, the area surrounding the Bolton Rural Service Centre including the lands previously considered as part of the Bolton Residential Expansion Study as

shown on Schedule D and designated in the legend as “Areas Assessed in the Bolton Residential Expansion Study”.

Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.”

5. Chapter 5, Regional Structure, is amended by inserting the following new Sections 5.4.3.2.9 and 5.4.3.2.9.1 after Section 5.4.3.2.8.3 as follows:

“5.4.3.2.9 Bolton Residential Expansion Settlement Area 2031

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

The Bolton Residential Expansion Settlement Area will contribute to the development of the Bolton Rural Service Centre to be a complete community by planning for an appropriate mix of jobs, employment lands, local services, housing, including *affordable housing*, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. The provision of Regional *infrastructure* will be staged and financed in a manner that is consistent with the financial management and capabilities of *the Region*. Health considerations will be included in the planning process to facilitate physical activity through *active transportation* to optimize the health promoting potential of the community.

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

Phasing of Development, Staging of Regional Infrastructure and Financial Agreements

- a) In accordance with Section 5.4.3.2.5 and prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to *the Region’s* satisfaction that provides for the orderly, fiscally responsible and efficient progression of *development* that is coordinated with the *Region’s* Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.
- b) In accordance with Section 7.8.2.12 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a

financial and implementation plan to *the Region's* satisfaction that includes the execution of any financial agreements for the provision of Regional *infrastructure*. This may require front-end financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the *development*, consistent with a phasing plan.

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

Transportation

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

Affordable Housing Assessment

- e) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare an *affordable housing* assessment in consultation with *the Region* in order to include policies for the provision of *affordable housing*. *The affordable housing* assessment shall address:
 - i) Contribution towards the achievement of Regional new housing unit targets;
 - ii) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and,
 - iii) Identification and conveyance strategy for *affordable housing*, in consultation with the *Region of Peel*.

Healthy Communities and the Built Environment

- f) The Town of Caledon will conduct a health assessment of the secondary plan that implements the settlement area boundary in consultation with *the Region*, and that results are reported to Town

Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the *Region of Peel's* Healthy Development Framework.

- g) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any *development*, and that results are reported to Town Council in consultation with *the Region*. The health assessment must be completed in accordance with the *Region of Peel's* Healthy Development Framework.
- h) Integrate the *Region of Peel's* Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.
- i) *The Region* and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.

Natural Heritage

- j) Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of *the Region* and Town of Caledon in consultation with the Toronto and Region Conservation Authority and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to *the Region*, the Town of Caledon and the Toronto and Region Conservation Authority, in consultation with relevant agencies.
- k) The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.
- l) Minor refinements to the boundary of the community may be incorporated in the local official plan amendment and secondary plan

to reflect the designation of the natural heritage system such that approximately 245 hectares of developable lands are included.

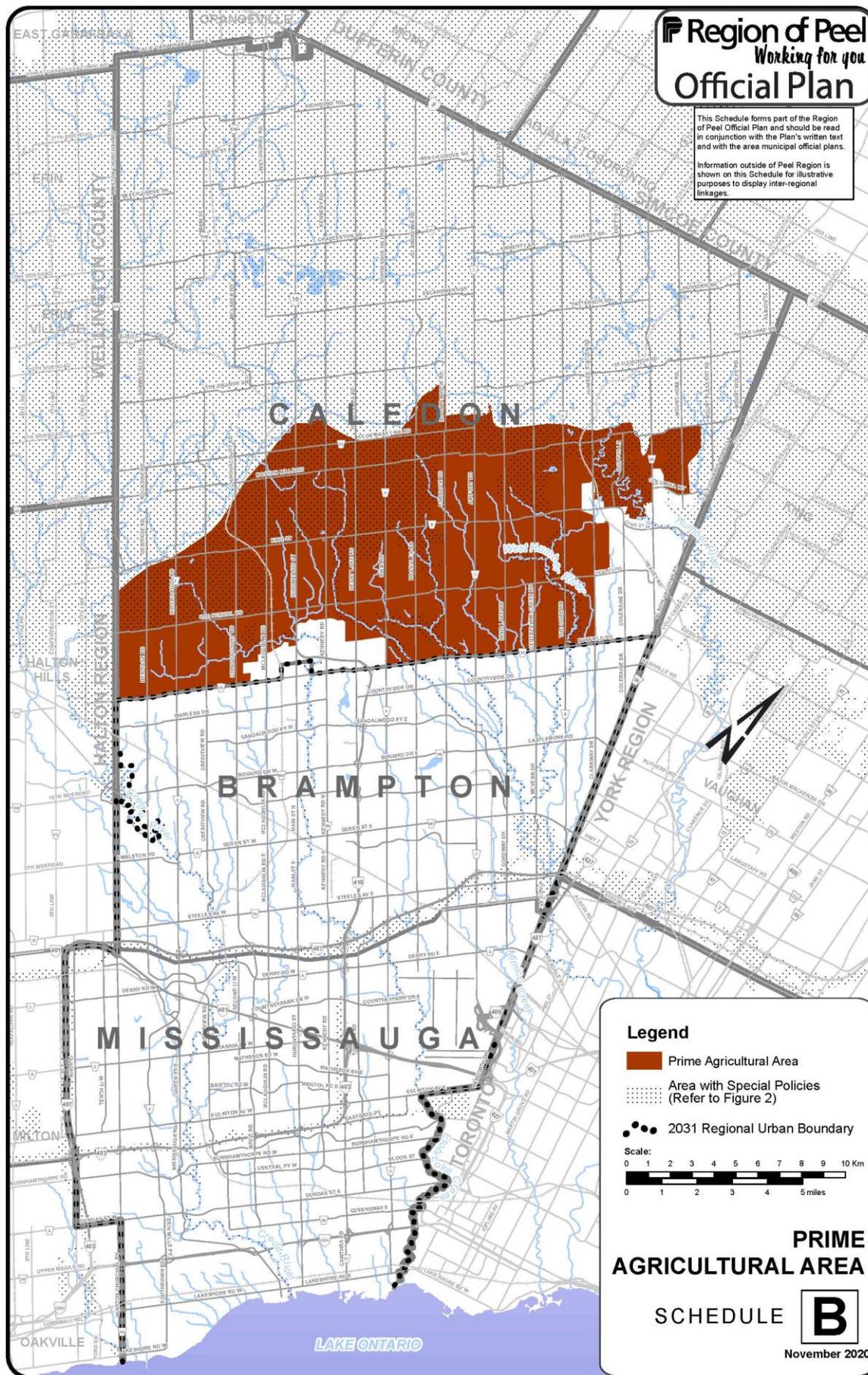
Agriculture

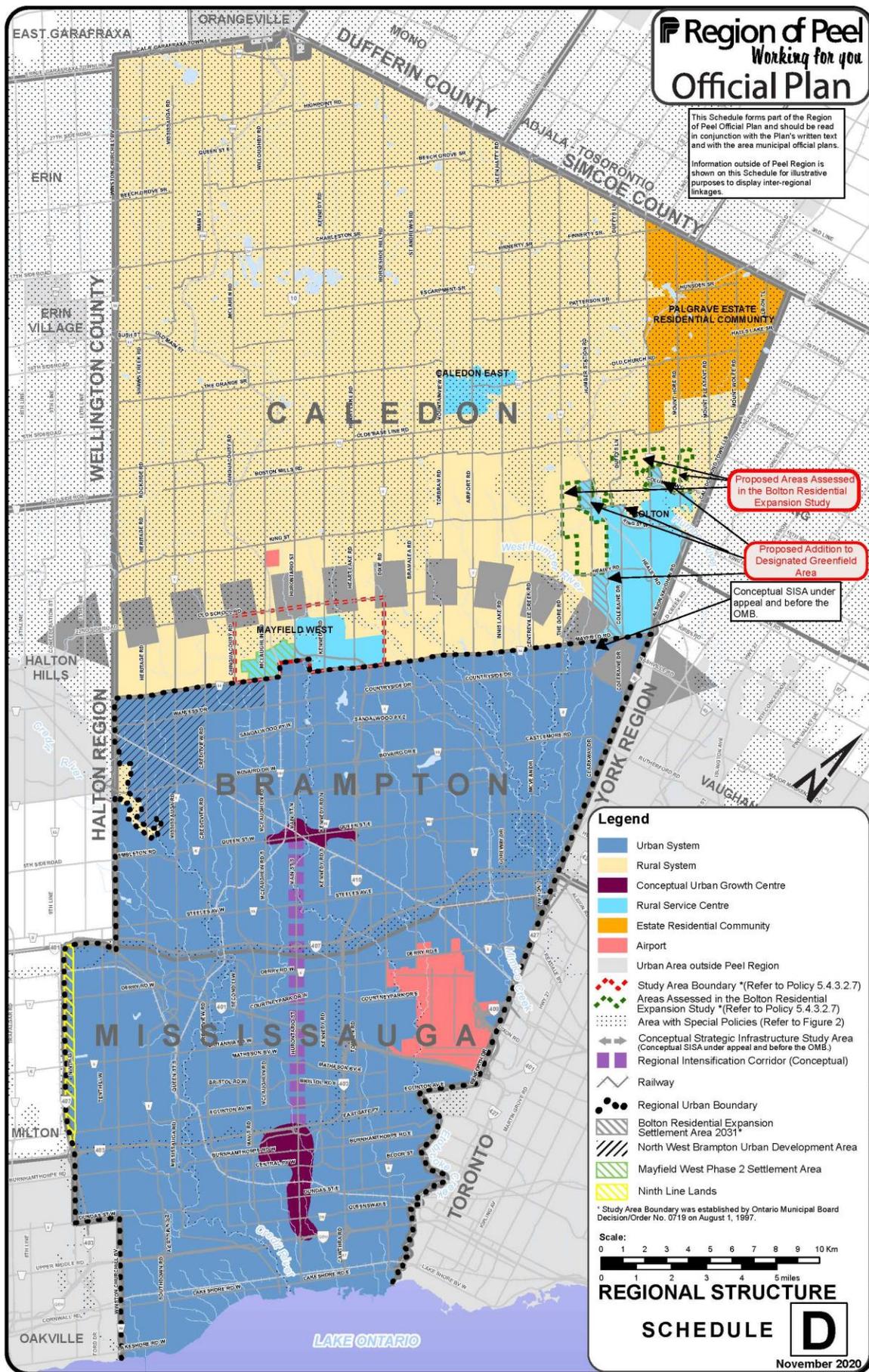
- m) Prior to the Town of Caledon adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will prepare an agricultural impact assessment (AIA) to be completed in accordance with terms of reference prepared to the satisfaction of *the Region* and Town of Caledon, in consultation with relevant agencies. The AIA will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the AIA shall be incorporated into the Town of Caledon Official Plan and Secondary Plan, as appropriate, and will include policies, at a minimum, that will:
- i) Identify through mapping any Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Bolton Residential Expansion Settlement Area;
 - ii) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Bolton Residential Expansion Settlement Area Secondary Plan;
 - iii) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula;
 - iv) Promote land use compatibility where agricultural uses and non-agricultural uses interface; and,
 - v) Require mitigation of potential impacts of development on surrounding agricultural operations and land to the extent feasible.

GTA West Preliminary Route Planning Study Area/NWGTA Transmission Corridor Identification Study Area

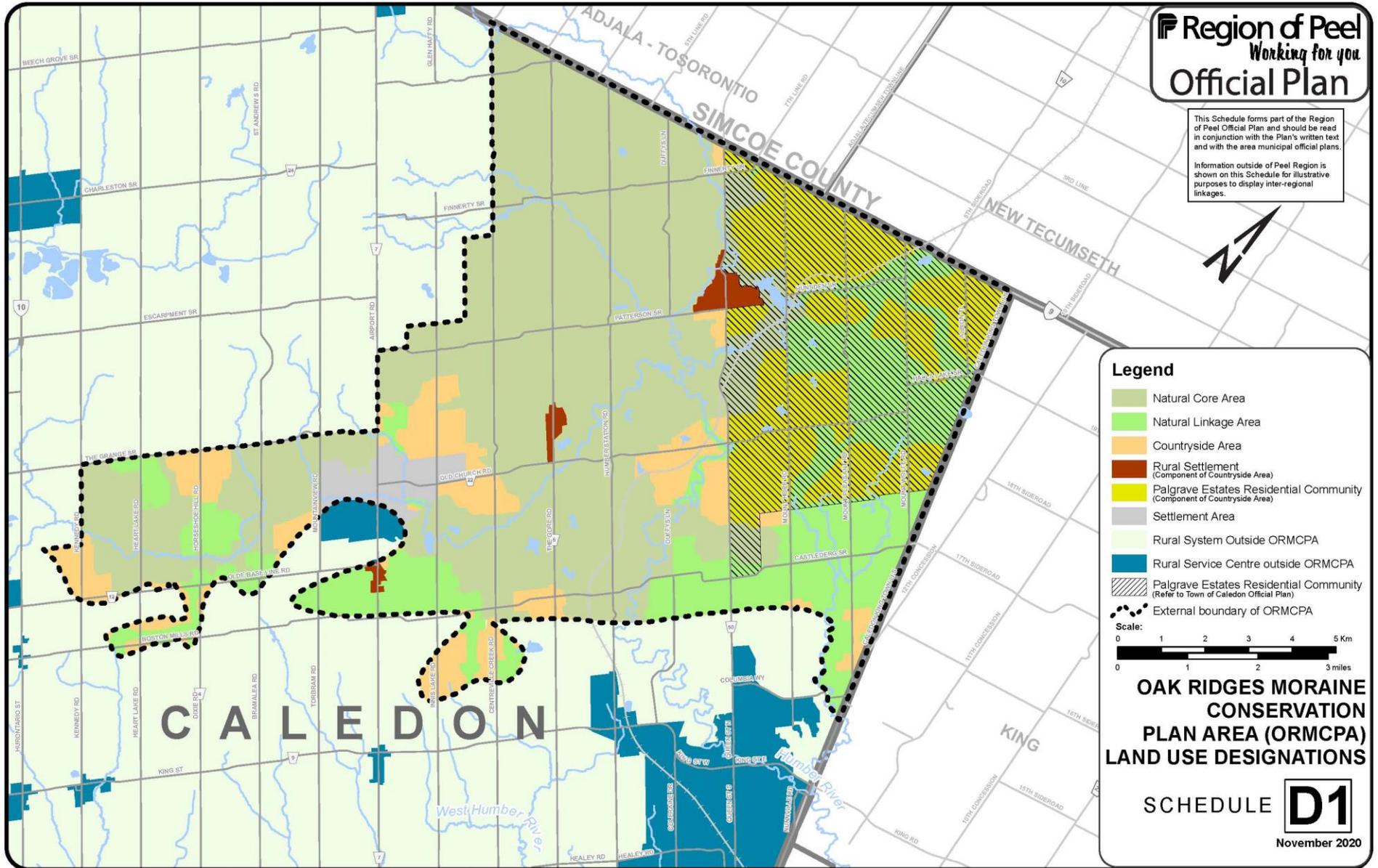
- n) During the preparation of an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon in consultation with and to the satisfaction of *the Region* and the Province will prepare policies that address the following:

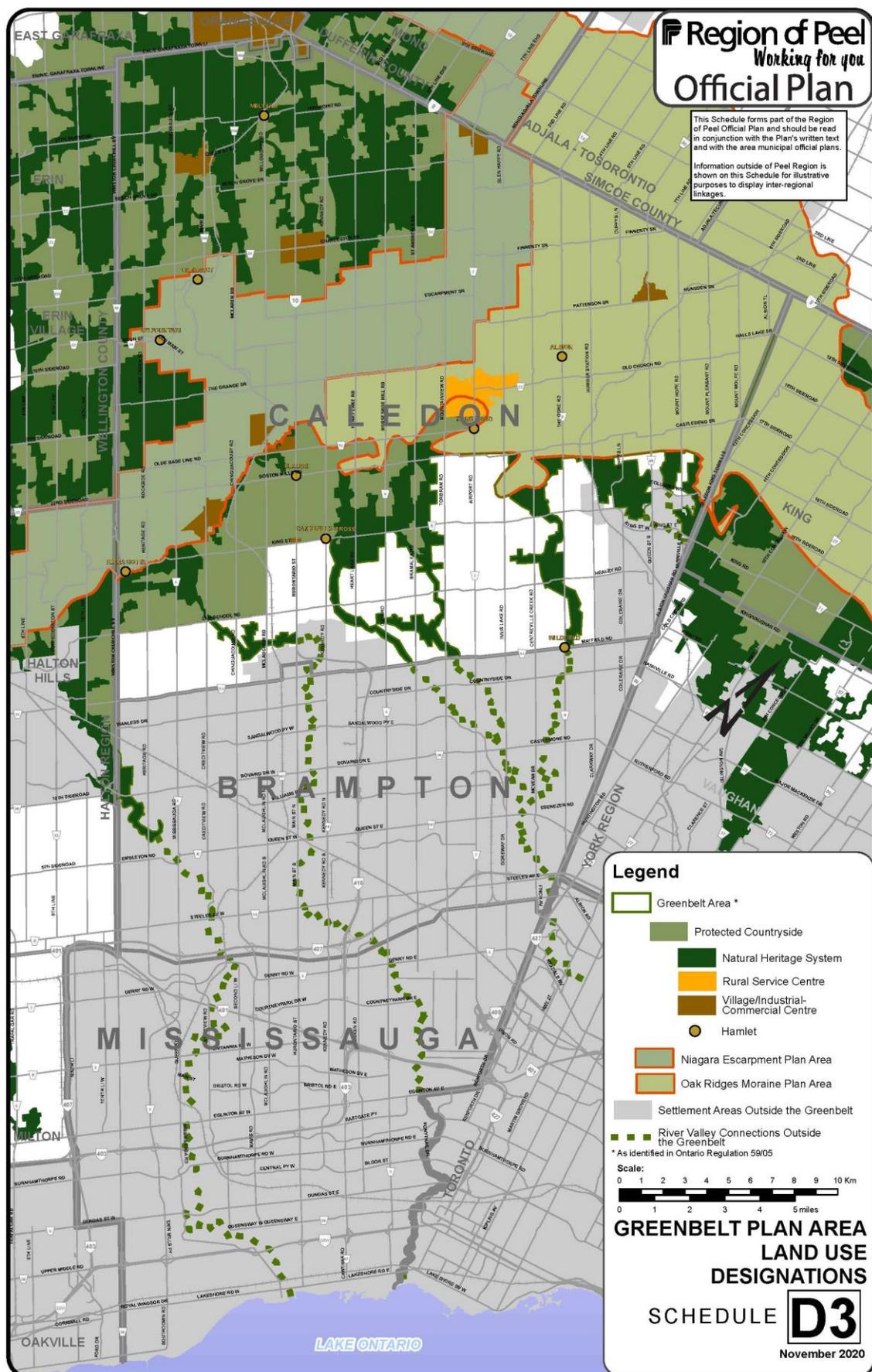
- i) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the GTA West Study Area) which includes the GTA West Focused Analysis Area (FAA) and NWGTA Transmission Corridor Identification Study Area that extends into the Bolton Residential Expansion Settlement Area. The mapping will indicate the GTA West Study Area, FAA, and NWGTA Transmission Corridor Identification Study Area are located in portions of the Bolton Residential Expansion Settlement Area.
 - ii) Ensure that development applications for lands within the GTA West Study Area and NWGTA Transmission Corridor Identification Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor or the NWGTA Transmission Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area and NWGTA Transmission Corridor Identification Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor or the NWGTA Transmission Corridor.”
6. Schedule B Prime Agricultural Area is amended by deleting the subject lands from the Prime Agricultural Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.
7. Schedule D Regional Structure is amended by inserting the Areas Assessed in the Bolton Residential Expansion Study surrounding Bolton and including the subject lands in the Bolton Residential Expansion Area 2031 to be part of the Bolton Rural Service Centre as shown in the attachment in this Appendix PART B – THE AMENDMENT.
8. Schedule D1 Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations is amended by including the subject lands in the Rural Service Centre outside the ORMCPA as shown in the attachment in this Appendix PART B – THE AMENDMENT.
9. Schedule D3 Greenbelt Plan Area Land Use Designations is amended by including the subject lands in the Settlement Areas Outside the Greenbelt as shown in the attachment in this Appendix PART B – THE AMENDMENT.
10. Schedule D4 Growth Plan Policy Areas in Peel is amended by including the subject lands in the Designated Greenfield Area as shown in the attachment in this Appendix PART B – THE AMENDMENT.

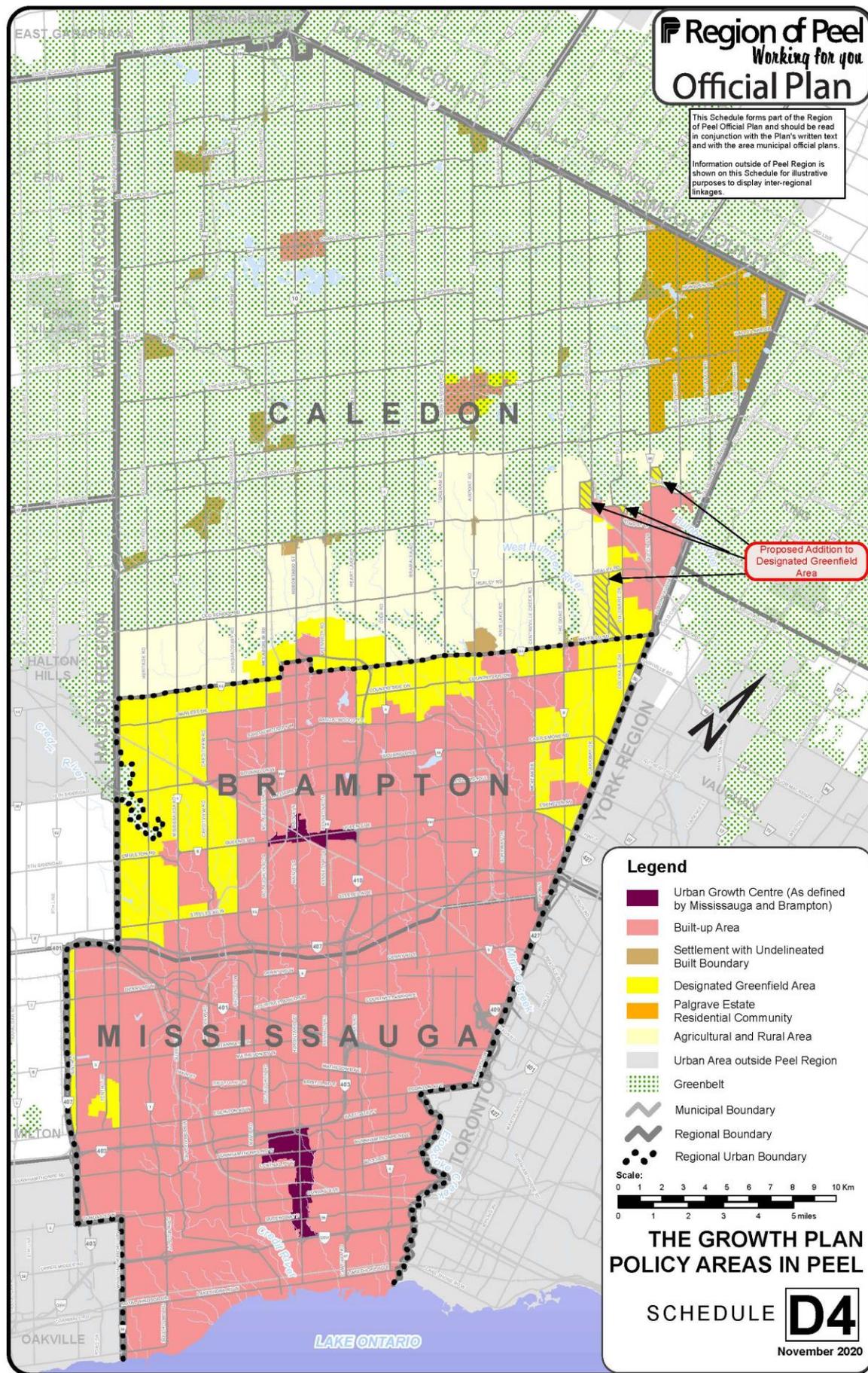




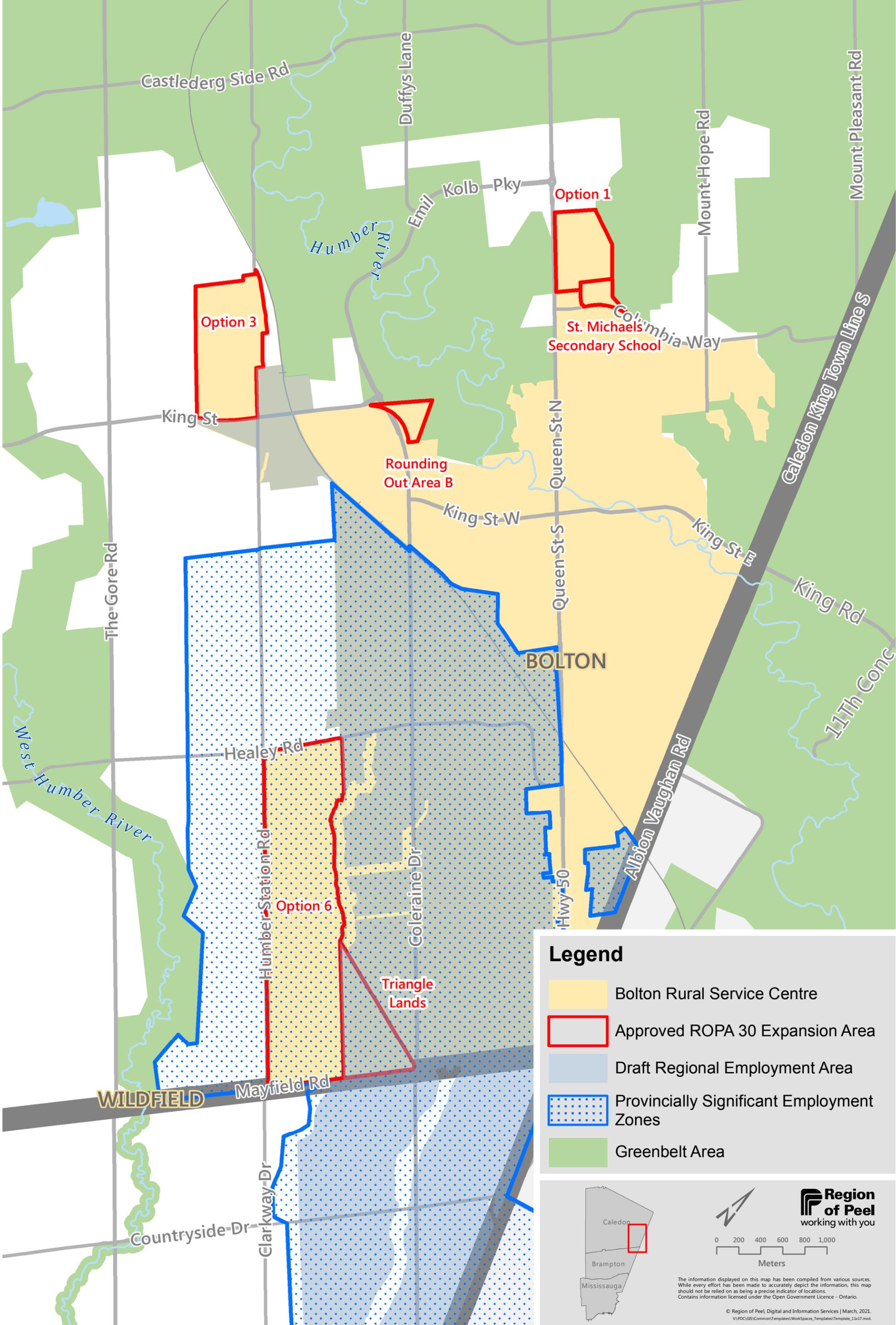
Schedule A







PROVINCIAL AND REGIONAL EMPLOYMENT POLICY LAYERS IN BOLTON



Legend

- Bolton Rural Service Centre
- Approved ROPA 30 Expansion Area
- Draft Regional Employment Area
- Provincially Significant Employment Zones
- Greenbelt Area

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations. Contains information licensed under the Open Government Licence - Ontario.

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Filed with the Registrar of Regulations <u>Déposé auprès du registrateur des règlements</u>	
MAR 05 2021	
Number (O. Reg.) <u>Numéro (Règl. de l'Ont.)</u>	→ 171/21

ONTARIO REGULATION

made under the

PLANNING ACT

ZONING ORDER - TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

Definition

1. In this Order,

“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;

“long-term care home” has the same meaning as in the *Long-Term Care Homes Act, 2007*;

“retirement home” has the same meaning as in the *Retirement Homes Act, 2010*;

“stacked townhouse” means a building containing four or more dwelling units in which each dwelling unit is divided both horizontally and vertically from another dwelling unit by a common wall;

“stormwater management pond” means an end-of-pipe management facility that consists of a detention and retention basin and that may include associated non-intensive recreational uses and a permanent pool designed to temporarily store and treat collected stormwater runoff and release it at a controlled rate;

“Zoning By-law” means Zoning By-law No. 2006-50 of the Town of Caledon.

Application

2. This Order applies to lands in the Town of Caledon in the Regional Municipality of Peel, in the Province of Ontario, being the lands outlined in red on a map numbered 258 and filed at the Toronto office of the Ministry of Municipal Affairs and Housing located at 777 Bay Street.

Mobility Transit Hub Zone

3. (1) This section applies to the lands located in the area shown as the Mobility Hub Transit Zone on the map referred to in section 2.

(2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands referred to in subsection (1), except for a public transit depot together with accessory uses, buildings and structures that may include,

- (a) a bakery;
- (b) a convenience store;
- (c) a dry cleaning or laundry outlet;
- (d) a parking garage;
- (e) a municipal parking lot;
- (f) a commercial parking lot;
- (g) a personal service shop;
- (h) public uses;
- (i) retail stores;
- (j) service buildings;
- (k) a high occupancy vehicle facility; and
- (l) motor vehicle rental establishments.

(3) The following zoning requirements apply to the lands referred to in subsection (1):

- 1. The minimum lot area is 275 square metres.
- 2. There is no minimum lot frontage.
- 3. The maximum building area is 75 per cent.

4. The minimum front yard setback is 6 metres.
5. The minimum exterior side yard setback is 6 metres.
6. The minimum rear yard setback is 3 metres.
7. The minimum interior side yard setback is 3 metres.
8. The maximum building height is 10.5 metres.
9. The minimum landscaped area is 10 per cent.
10. The maximum gross floor area for a retail store is 465 square metres.
11. A six-metre-wide planting strip shall be located along the front lot line.
12. A six-metre-wide planting strip shall be located along an exterior side lot line.
13. A three-metre wide planting strip shall be located along the rear lot line.
14. A three-metre-wide planting strip shall be located along an interior side lot line.
15. The minimum setback along a driveway is 3 metres from any lot line.
16. The minimum parking space setback is 6 metres from any front lot line and 4.5 metres from any other lot line.
17. No part of any building or structure shall be located within 30 metres of a railroad right-of-way.
18. The accessory uses referred to in subclauses (2) (a) and (b) shall each have a maximum net floor area of 160 metres square.

Mixed-Use Residential Zone

4. (1) This section applies to the lands located in the area shown as the Mixed-Use Residential Zone on the map referred to in section 2.

(2) Every use of land and every erection, location or use of any building or structure is prohibited on the lands referred to in subsection (1), except for,

- (a) uses identified within the Residential Two — Exception 614 Zone of the Zoning By-law;

- (b) uses identified within the Townhouse Residential — Exception 615 Zone of the Zoning By-law;
- (c) a stacked townhouse;
- (d) uses identified within the Multiple Residential Zone of the Zoning By-law;
- (e) a long-term care home;
- (f) a retirement home;
- (g) a mixed-use building;
- (h) a live-work unit;
- (i) an animal hospital;
- (j) an art gallery;
- (k) an artist studio and gallery;
- (l) a bakery;
- (m) a business office;
- (n) a clinic;
- (o) a convenience store;
- (p) a day nursery;
- (q) a dry cleaning or laundry outlet;
- (r) a dwelling unit;
- (s) a financial institution;
- (t) a fitness centre;
- (u) a grocery store;
- (v) a hotel;
- (w) a laundromat;

- (x) a medical centre;
- (y) a merchandise service shop;
- (z) a museum;
- (z.1) a personal service shop;
- (z.2) a place of assembly;
- (z.3) a place of entertainment, excluding a cinema or theatre;
- (z.4) a place of worship;
- (z.5) a private club;
- (z.6) a retail store;
- (z.7) an accessory retail store;
- (z.8) a sales, service and repair shop;
- (z.9) a supermarket;
- (z.10) a restaurant;
- (z.11) a training facility;
- (z.12) a stormwater management pond; and
- (z.13) a public use.

(3) The zoning requirements in the Residential Two — Exception 614 Zone of the Zoning By-law apply to the uses, buildings and structures referred to in clause (2) (a).

(4) The zoning requirements in the Townhouse Residential — Exception 615 Zone of the Zoning By-law apply to the uses, buildings and structures referred to in clause (2) (b).

(5) The zoning requirements for a back-to-back townhouse in the Townhouse Residential — Exception 615 Zone of the Zoning By-law apply to the uses, buildings and structures referred to in clause (2) (c).

6

(6) The zoning requirements for a townhouse in the Townhouse Residential — Exception 615 Zone of the Zoning By-law apply to the uses, buildings and structures referred to in clause (2) (h).

(7) Despite subsections (3) to (6), the following zoning requirements apply to the uses, buildings and structures referred to in clauses (2) (a) to (c) and clause (2) (h).

1. The maximum width for an individual driveway accessing a dwelling on a corner lot is six metres.
2. The maximum encroachment for decks greater than or equal to 0.75 metres in height is four metres into a required rear yard inclusive of any stairs, ramp or barrier-free access feature, if the rear lot line abuts an Environmental Policy Area Zone designated in the Zoning By-law.
3. For all lots containing a semi-detached dwelling or townhouse dwelling, the following are not permitted in the front or exterior side yard:
 - i. An accessory building, and
 - ii. An air conditioner or heat pump, unless it is screened from public view or located on a balcony above the ground floor.
4. A stacked townhouse shall have two parking spaces per dwelling unit.
5. The maximum building height for any type of townhouse dwelling is 16 metres.

(8) The uses set out in clauses (2) (d), (f), (i) to (z.11) and (z.13) are permitted on the ground floor of a mixed-use building.

(9) The uses set out in clauses (2) (j), (k), (m), (o) to (t), (y), (z.1), (z.2), (z.4) to (z.8) and (z.10) are permitted on the ground floor of a live-work unit.

(10) The zoning requirements that apply to the Multiple Residential Zone of the Zoning By-law apply to the uses, buildings and structures referred to in clauses (2) (d) to (g).

(11) The zoning requirements of the Village Core Commercial Zone of the Zoning By-law apply to the uses referred to in clauses (2) (i) to (z.13).

(12) Despite subsections (10) and (11), the following requirements apply to the uses, buildings and structures referred to in clauses (2) (d) to (g) and (i) to (z.13):

1. There is no minimum lot area.

2. There is no minimum lot frontage.
3. There is no maximum building area.
4. The front yard setback is,
 - i. if the ground floor contains non-residential uses, at least 0.3 metres and no more than 2 metres, and
 - ii. if the ground floor contains residential uses, at least 2 metres.
5. The minimum interior side yard setback is 3 metres.
6. The minimum rear yard setback is 3 metres.
7. The minimum setback to a sight triangle is 4 metres.
8. The maximum building height is 32 metres.
9. The minimum landscaped area is 15 per cent.
10. A three-metre-wide planting strip shall be located along each street line adjacent to a parking area.
11. The minimum driveway setback is 3 metres.
12. The minimum parking space setback is 3 metres.
13. All garbage shall be stored inside the building.
14. No air conditioning units or heat pumps shall be located in the front yard or exterior side yard.
15. A convenience store shall not exceed a maximum net floor area of 160 square metres.

(13) For the lands referred to in subsection (1), the minimum density is 45 dwelling units per net hectare.

(14) For the lands referred to in subsection (1), no part of any building or structure shall be located within 30 metres of a railroad right-of-way.

Terms of use

5. (1) Every use of land and every erection, location or use of any building or structure shall be in accordance with this Order.

(2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.

(3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.

(4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

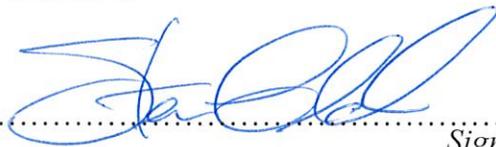
Deemed by-law

6. This Order is deemed for all purposes, except the purposes of section 24 of the Act, to be and to always have been a by-law passed by the council of the Town.

Commencement

7. **This Regulation comes into force on the day it is filed.**

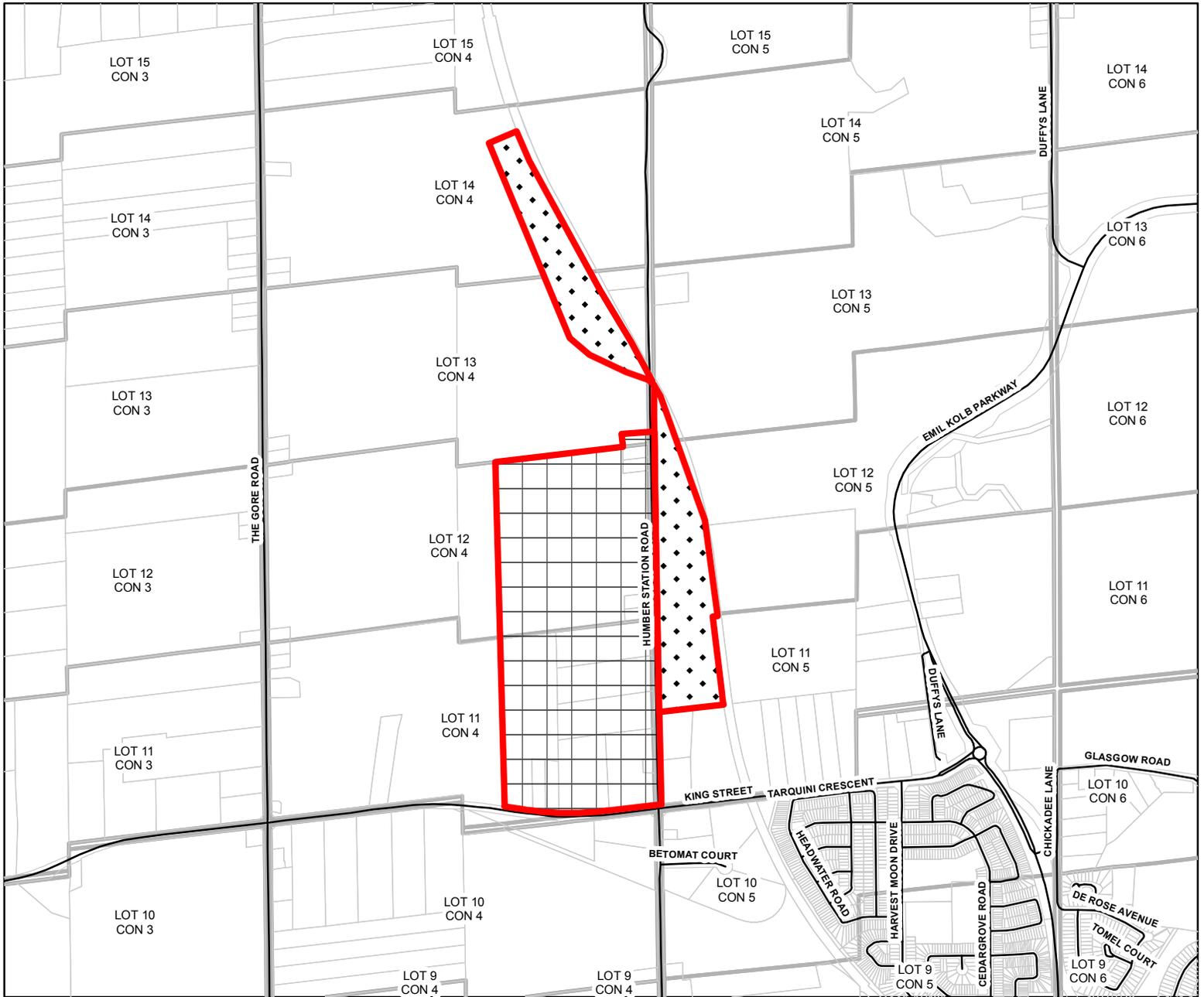
Made by:


.....
Signature

Minister of Municipal Affairs and Housing

Date made: MARCH 5, 2021
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Part of Lots 11-14, Concessions 4 & 5, Town of Caledon, Regional Municipality of Peel



MAP No. 258

Map filed at the office of the Ontario Ministry of Municipal Affairs and Housing, 777 Bay St., Toronto, Ontario,

Planning Act

Ontario Regulation: 171/21

Date: March 5, 2021

Original Signed By: Minister of Municipal Affairs and Housing

LEGEND

-  Lands Subject to Zoning Order
-  Mixed Use Residential Zone
-  Mobility Transit Hub Zone
-  Roads
-  Assessment Parcel
-  Lot & Concession

0 155 310 620

Scale Bar (metres)



Map Description:

This is map no. 258 referred to in a Minister's Zoning Order. It shows lands which are located in part of Lots 11-14, Concessions 4 & 5, in the Town of Caledon, Regional Municipality of Peel.

5.6-37



THIS IS NOT A PLAN OF SURVEY

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