

Caledon Priorities

To continue to embrace growth, change and innovation Caledon needs Provincial support for:

Growth and Planning Challenges

- **More Homes Built Faster Act (Bill 23):** Pause release of Bill 23 legislation that is not in force yet, until consultation is completed with municipalities, First Nations and other stakeholders. Establish funding tools and strategies to offset municipal revenue shortfalls of Bill 23, ensuring that municipalities can plan and fund infrastructure in support of housing targets.
- **Affordable Housing:** Consult with municipalities and stakeholders to finalize the definitions of affordable and attainable housing that are based on local household incomes, not on market value.
- **Local Planning:** Work with municipalities on ensuring infrastructure plans are in alignment with growth plans.

Transportation Planning

- **Caledon Vaughan GO Line:** Continue to support the Caledon-Vaughan GO Line business case to completion and include the rail service in the next Metrolinx Regional Transportation Plan Update with an in-service date of before 2041.
- **Mayfield West Transportation Hub:** Expedite Frequent Rapid Transit Service northerly to Mayfield West Community (referenced as Project 64 in Metrolinx RTP) to make the public transportation hub in Mayfield West 2 functional.
- **Provincial Highway Infrastructure:** Continue to advocate for provincial highway infrastructure including the highway 427 extension
- **Highway 10:** Work with the Town on developing the terms of reference for a traffic and road safety study, to be funded and led by MTO, of the entire length of Highway 10 within the Town, including the connection of Dougall Avenue to Highway 10.

Infrastructure Management

- **Broadband:** Accelerate the allocation of broadband funding and address broadband gaps ensuring affordable internet access for residents and businesses.
- **Infrastructure:** Work with municipalities like Caledon to ensure our greenfield development can occur so we can meet both the housing targets and long-term asset management plans.



Climate Change:

- Develop a policy framework for stormwater management in response to climate change to assist municipalities in managing stormwater; and build infrastructure that is resilient and adaptive to climate change. Align the Ontario Building Code with the 2020 national model code net zero ready requirements by 2030, and by requiring electric vehicle charging station infrastructure in new homes.

Aggregates:

- Amend section 8 of the *Aggregate Resources Act* and establish a regulation adding provisions that require aggregate site plans in any area with a Rehabilitation Master Plan (RMP) to conform to the RMP that is adopted by Council.



More Homes, Built Faster Act (Bill 23)

ASK

1. Pause release of Bill 23 legislation that is not in force yet, until consultation is completed with municipalities, First Nations and other stakeholders.
2. Establish funding tools and strategies to offset municipal revenue shortfalls of Bill 23, ensuring that municipalities can plan and fund infrastructure in support of housing targets.

Creating Complete Communities

The Town is assigned a housing target of 13,000 new homes by 2031. This growth is aligned with what Caledon planned to deliver. However, much of Caledon's growth is greenfield, and is contingent on essential growth-related infrastructure being in place – roads, transit, utilities and water and wastewater servicing.

Analysis by Town staff and Watson & Associated Ltd. identifies key impacts of Bill 23, including:

- reduced Development Charge (DC) revenues for Caledon;
- reduced amount and quality of parkland for Caledon residents;
- less protection for heritage resources;
- reduced protection of wetlands and natural heritage system; and
- challenges to deliver growth related services and planning for complete communities.

How to Move This Project Forward:

Pause proclamation of in-effect dates of the pending legislation to enable more fulsome consultation, specifically as it relates to parkland provisions, new proposed definitions of affordable and attainable housing, land costs not being recoverable from development charges and conservation matters.

The Province committed to “ensuring that municipalities are kept whole for any impact to their ability to fund housing enabling infrastructure because of Bill 23.” Provide compensation for the shortfall in DC and parkland revenues due to Bill 23 so that local municipalities can plan and fund infrastructure, housing-enabling, as well as as parks that will not be provided by developers, fire stations, etc.

Why This Project Now?

The Province has requested a ‘Housing Pledge’ by March 1, 2023. However, Caledon's growth is all greenfield and needs timely delivery of new infrastructure. The Bill 23 framework reduces growth funding powers of a municipality. It does not support ‘growth that pays for growth’ but instead places the onus on existing taxpayers. Analysis indicates serious financial implications for the Town as the shortfall between the cost of growth infrastructure and capital growth revenue streams will increase.

Environmental and heritage protection remain of concern. While no land is proposed to be removed from Caledon's Greenbelt now, these changes may set a precedent that other environmentally protected lands can be opened for development. Additionally, the Town's ability to recognize underrepresented communities and to protect rare cultural heritage resources will be restricted.



Affordable Housing

ASK

Consult with municipalities and stakeholders to finalize the definitions of affordable and attainable housing that are based on local household incomes, not on market value.

Delivering Affordable Housing:

The *More Homes, Built Faster Act* (Bill 23), part of the Province's plan to address housing supply and affordability, introduces development charge (DC) and parkland dedication exemptions for properties that the Province deems "affordable" as they will define. Using average market values could lead to a large number of new homes in Ontario not paying their share of growth-related infrastructure costs.

Bill 23's proposed definitions of affordable housing and exemptions from paying growth related charges may lead to us subsidize houses that are valued at \$1.3 M in Caledon, which only the top income deciles can afford. Delivering affordable housing that caters to the realistic affordability thresholds of households is critical.

The Region's ability to collect Regional DCs will be reduced with an estimated impact of around \$2 billion over the next 10 years and \$6 billion if the Province's housing targets are actually met. If there is no other provincial or innovative funding to cover these revenue shortfalls, the financial burden of making up the losses would shift to property taxes and utility user fees.

How to Move This Project Forward:

The housing crisis requires a comprehensive approach to deliver urgently needed affordable housing. Collaborate with municipal partners on solutions. Consult with municipalities such as Caledon to accurately define affordable housing based on local incomes. Establish protocols for review and administration of the affordable units that are to be exempt from DCs. Ensure that the Region of Peel can continue with planning, developing and maintaining affordable housing projects in Caledon.

Why This Project Now?

The Province's proposals of affordability will exclude low- and medium-income households from qualifying for new affordable homes post-Bill 23. Moreover, exemptions from charges will have serious financial implications for the Town as the shortfall between the cost of growth infrastructure and capital growth revenue streams will increase. Given these financial losses, the Region confirms that it has limited financial and service capacity to design, procure, build and maintain infrastructure at the pace and scale and provincial targets. If the Region cannot deliver on its infrastructure plans for Caledon, such as water servicing, this may have a direct impact on the ability for the Town to meet the housing targets.



Local Planning

ASK

Work with municipalities on ensuring infrastructure plans are in alignment with growth plans.

Caledon Planning Caledon

Through the *More Homes, Built Faster Act* (Bill 23), the Region of Peel Official Plan (OP), approved with modifications by the Minister, will become the responsibility of the Town to be incorporated into its own OP. This will allow Caledon to manage its own unique interest and to balance growth pressures with its rural population, protection of environmental sustainability and prime agricultural land.

The removal of planning policy and review function responsibilities to address growth at the regional level may result in conflicting planning policies and a lack of coordination of regional transportation, water and wastewater infrastructure. Though Caledon has and continues to prepare for significant growth, being a greenfield growth community, these new homes require all new infrastructure like transit, roads, parks, community centres, water and wastewater.

To accompany this legislative change, through another legislation (Bill 39), a provincially appointed facilitator will assess regional government in Peel and determine the best mix of roles and responsibilities between the Region of Peel and municipalities of Caledon, Mississauga, and Brampton to ensure municipalities are equipped to deliver on the government's commitment to build 1.5 million homes over the next 10 years.

How to Move This Project Forward:

Caledon should be consulted by the provincially appointed facilitator when the regional review takes place. The facilitator should consider the unique stage of growth that Caledon is in and address the unintended consequences of the decision to remove planning policy and review functions of the Region of Peel. The Province needs to work with municipalities on ensuring infrastructure plans are in alignment with growth plans. For example, supporting the Region of Peel in timely delivery of new water and wastewater servicing to Caledon.

Why This Project Now?

While Bill 23 was passed on November 28, 2022, the provisions which remove the Region's planning responsibilities are not in force and will take effect when those provisions are proclaimed in force in the future. In the interim, *Planning Act* decisions will be made by local municipalities considering both documents; with the Regional Official Plan prevailing in conflict. There is a lack of clarity around how to resolve conflicts between local growth plans and Regional infrastructure plans and capital investment programs.



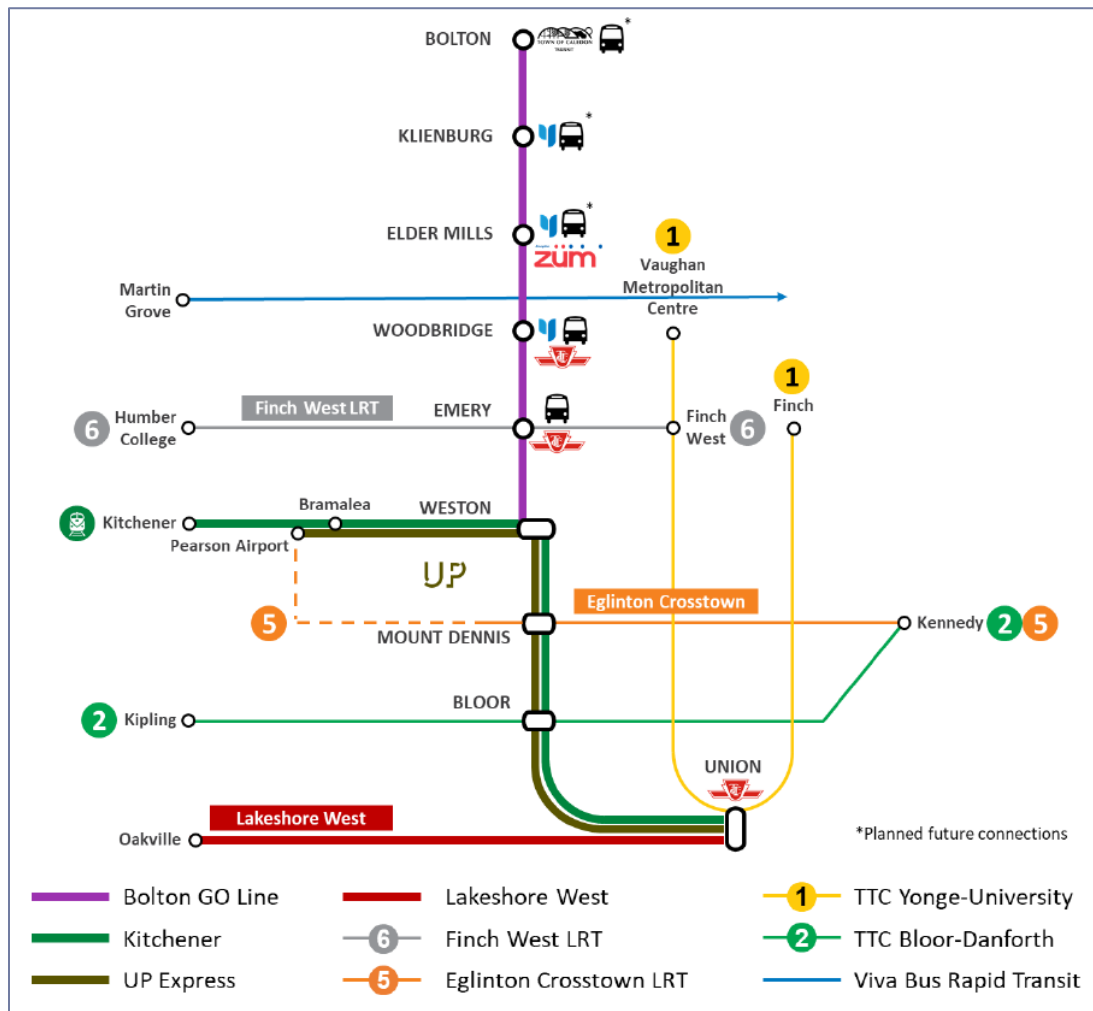
Caledon-Vaughan GO Line

ASK

Continue to support the Caledon-Vaughan GO Line business case to completion and include the rail service in the next Metrolinx Regional Transportation Plan Update with an in-service date of before 2041.

Connecting Growing Communities to Downtown Toronto:

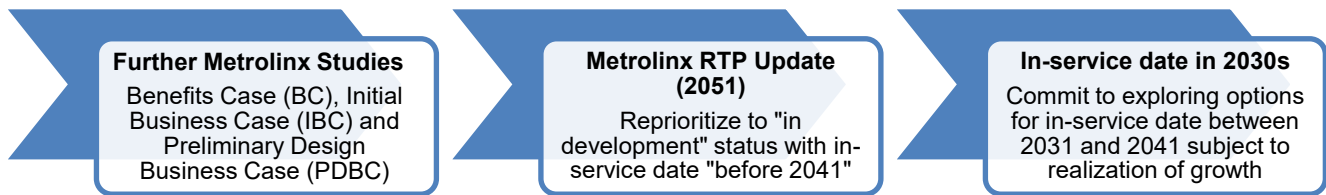
The Caledon-Vaughan GO Line will connect Bolton and western Vaughan to Toronto with high-quality regional rail service, supporting planned growth, employment opportunities, and providing a sustainable alternative to driving. With Caledon expecting to grow from 80,000 people today, to over 300,000 by 2051, the time is now to start work on these critical transit links so that it can be operational in the 2030s.



How to Move This Project Forward:

The provincial government committed to Caledon-Vaughan GO rail line, as part of the Greater Golden Horseshoe Transportation Plan (GGHTP) release in January 2022. This builds on the Ministry of Transportation's move in January 2022 to direct Metrolinx to advance the business case for the new GO rail service.

With massive amounts of growth coming to Caledon, continued provincial government support of the Caledon-Vaughan GO Line business case and inclusion of the rail service in the Metrolinx Regional Transportation Plan Update is needed to advance this essential project within the 2031-2041 timeframe.



Why This Project Now?

Transit projects take a long time to plan and implement. Starting the planning process and negotiations with freight railways now is required to ensure its delivery in the 2030s, in alignment with Caledon's population growth projections. Furthermore, given that transportation is the largest source of greenhouse gas emissions (GHG) in Caledon, having a low carbon transit system in place will be essential in meeting Provincial and Caledon greenhouse gas reduction targets.

Mayfield West Transportation Hub

ASK

Expedite Frequent Rapid Transit Service northerly to Mayfield West Community (referenced as Project 64 in Metrolinx RTP) to make the public transportation hub in Mayfield West 2 functional.

Connecting Growing Communities to the GTA

In addition to the Caledon-Vaughan GO Line, Frequent Rapid Transit Service will connect Mayfield with inter-regional mobility choices and to points of interest such as tourism spots, community centers, and employment areas in the GTA.

With its residential growth and nearby public transit service in Southfields connecting to Brampton Transit network, Mayfield West 2 is an attractive and strategic location for transportation hub. The Mayfield West Secondary Plan identifies this area as key transportation hub with transit linkages.

How to Move This Project Forward:

Land has been reserved close to Hurontario St. for a 1-hectare transit hub and residential growth is already happening in this area. Expedite the Hurontario North Priority Bus (Brampton GO – Mayfield West) (referenced as Priority Bus / Priority Streetcar Project #64 in Metrolinx' s RTP Plan) to make the public transportation hub in Mayfield West 2 functional.

Why This Project Now?

Transit projects can take time to plan and implement. Starting the planning process now is prudent to support the transit-oriented growth already underway in Mayfield. Expediting Frequent Rapid Transit north into Caledon will not only increase sustainable modes, but reduce traffic congestion on the major transportation corridors of Highway 10, and therefore increase road safety.



Provincial Highway Infrastructure

ASK

Include the extension of Highway 427 to Highway 9 in the in the next Metrolinx Regional Transportation Plan Update and plan for low carbon transportation such as HOV lanes and electric vehicle charging infrastructure.

Moving Goods and People

Southern Ontario has and will continue to experience strong growth over the next decades. Key transportation corridors, such as the extension of Highway 427 to Highway 9 need to be in place to accommodate population and employment growth in the Greater Toronto and Hamilton Area. The extension, which would be integrated with the GTA West Corridor, is important for the goods flow movement, business retention and expansion.

How to Move This Project Forward:

Include the extension of Highway 427 to Highway 9 in the in the next Metrolinx Regional Transportation Plan Update and plan for low carbon transportation such as HOV lanes and electric vehicle charging infrastructure.

Why this Project Now?

With companies like Amazon and UPS making investments in Caledon, it is important to build capacity for commercial transportation away from local and regional roads. The Highway 427 Extension will relieve significant traffic away from Highway 50 and the surrounding road network. To support Ontario and municipal greenhouse gas emissions reduction targets, all major roadways should plan for an increased uptake in low carbon transportation and include HOV lanes and rest stops with electric vehicle charging infrastructure.



Highway 10

ASK

Work with the Town on developing the terms of reference for a traffic and road safety study, to be funded and led by MTO, of the entire length of Highway 10 within the Town, including the connection of Dougall Avenue to Highway 10.

Improving Driver and Pedestrian Safety

Provincial Highway 10 (from the northern border of Brampton through Caledon to the southern border of Orangeville) contains various uses such as urban and rural villages, small scale commercial, institutional (Church), GO Bus Stops and more. The stretch of the Provincial Highway has been experiencing high traffic volumes, lack of connection to new urban centers, chronic speeding and an increasing number of commercial vehicles. Historically, this was not an issue, however the data has changed and will become a bigger issue if unaddressed.

Furthermore, Southfields Village has a significant traffic problem due to lack of connectivity to the surrounding arterial road system. Traffic volume on Kennedy Road, as the only north-south collector road serving the community, currently ranges between 15,000 to 20,000 vehicles per day, which is 2 to 3 times more traffic than experienced on Airport Road through Caledon East and 5 times more than on Landsbridge Street in Bolton. The current traffic volume on Kennedy Road far exceeds the capacity and livability thresholds for an urban collector road.

How to Move This Project Forward:

Work with the Town on developing the terms of reference to undertake a comprehensive traffic operation and safety study, funded and led by MTO, along the entire corridor in Caledon, including the need for a connection between Highway 10 and Dougall Avenue. Measures should include speed limit reduction, active advance traffic signal warning signs, and red-light camera(s) to improve driver and pedestrian safety as well as a new access to from Highway 10 to Dougall Avenue. Ideally, this connection would be a full move signalized intersection, but an interim right in/right out access would still be beneficial.

Why This Project Now?

The risks associated with running a red light at high speeds, specifically by commercial vehicles, include significant danger to all vehicles travelling on Highway 10, local residents, the community, and properties within the area. Furthermore, lack of access to Highway 10 in Southfields Village creates significant traffic related issues for the community. From an emergency perspective, Caledon Fire and Emergency Services has recently highlighted the need for this connection per the comprehensive fire station needs and location study.



Broadband

ASK

Accelerate the allocation of broadband funding and address broadband gaps ensuring affordable internet access for residents and businesses.

Connecting Communities to High-Speed Internet

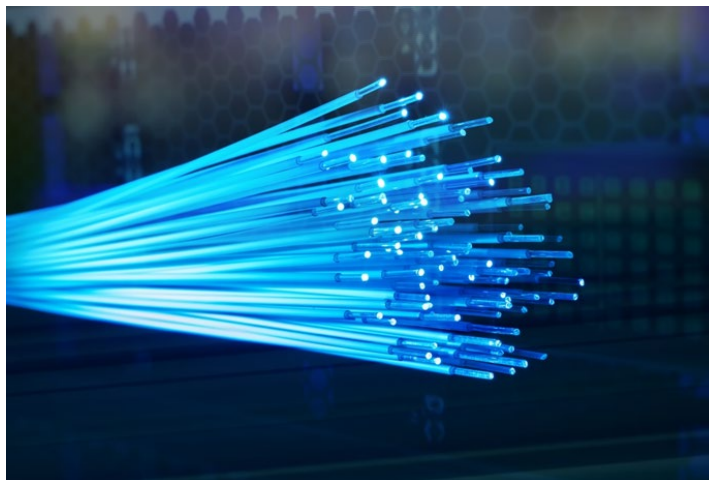
Releasing and announcing the funding brings residents and businesses one step closer to being connected to high-speed internet, supporting provincial priorities such as education, health care, and economic development.

How to Move This Project Forward:

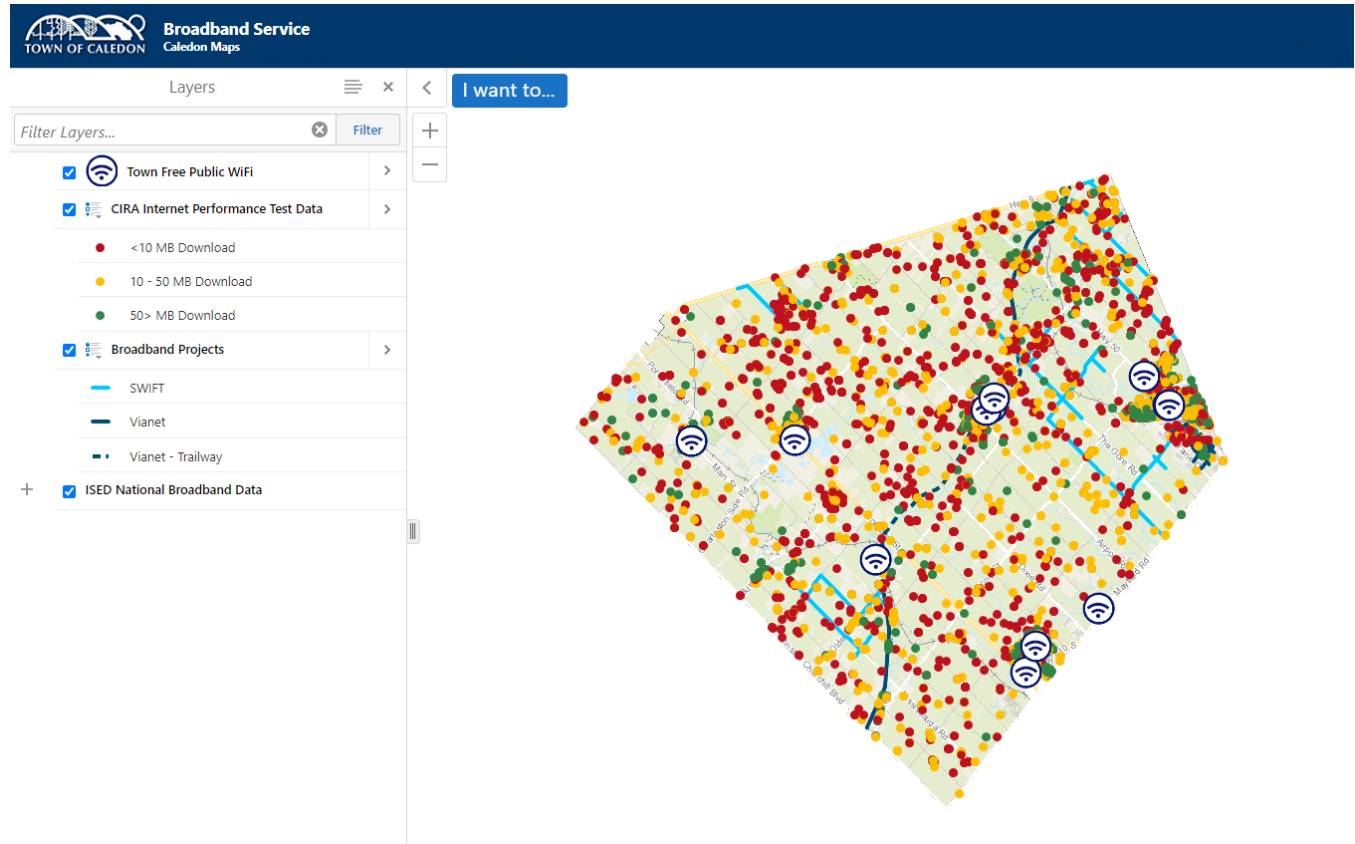
Both the Federal and Provincial governments have committed to broadband funding and addressing gaps. These commitments need to be delivered upon. Accelerate the roll out of provincial broadband funding and continue to advocate for the rollout of federal funding. Allocation of funding allows construction of fibre infrastructure to get underway. Where residents and businesses are not currently serviced and will not receive service through provincial programs, consult with municipalities and address the remaining gaps. There are opportunities to establish more accurate mapping and investigation of access to dark fibre.

Why This Project Now?

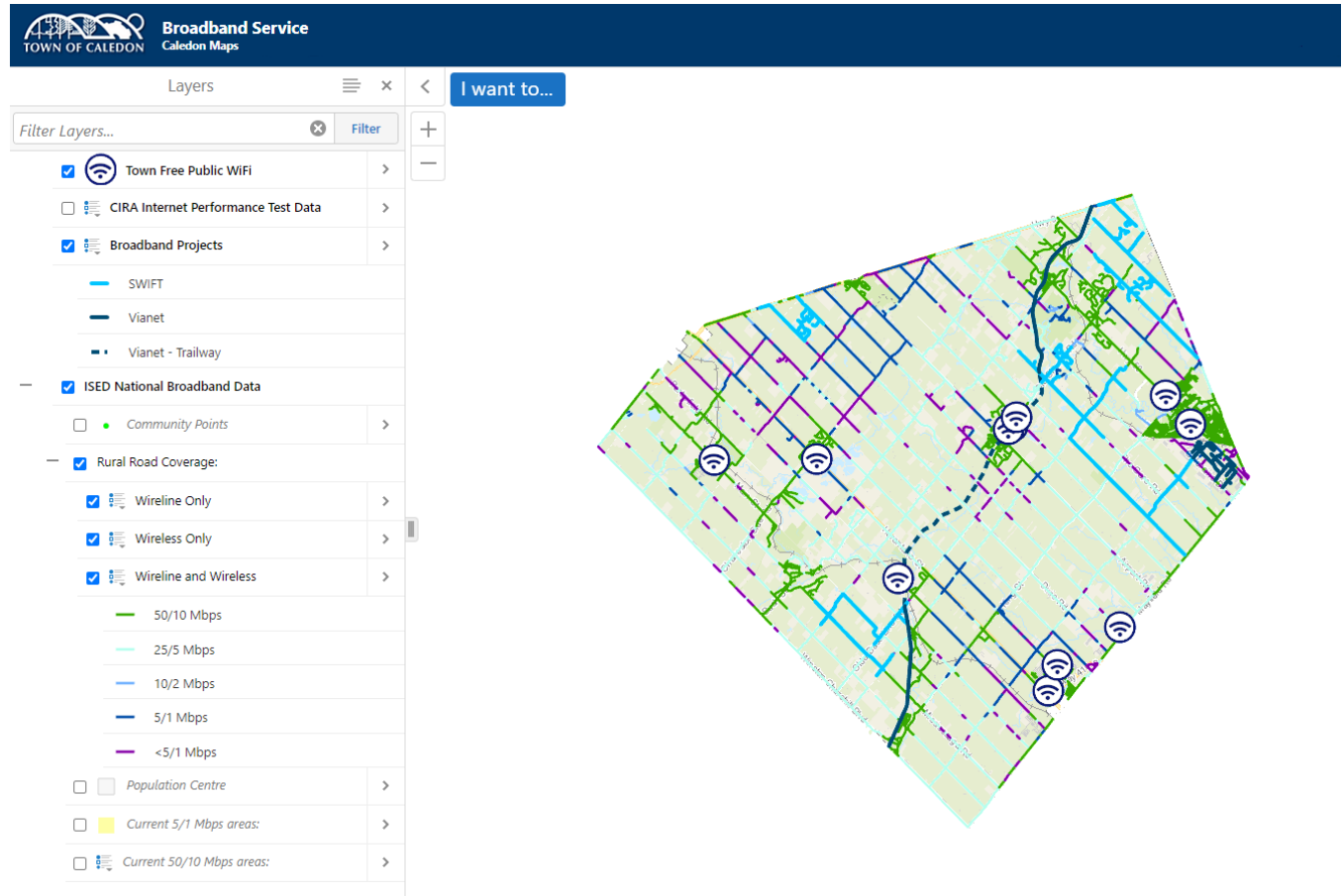
Despite being part of the GTA, many rural, less populated areas continue to have limited or no high-speed internet. From an economic, environmental and social perspective, there is increasing reliance on people being able to access high-speed internet for work, school, and health care, among other areas. Internet access will continue to play an important role in Ontario's recovery from COVID-19.



Town of Caledon – Broadband Map



Town of Caledon – Broadband Map – Town & ISED Data



Municipal Infrastructure

ASK

Work with municipalities like Caledon to ensure our greenfield development can occur so we can meet both the housing targets and long-term asset management plans.

Delivering Growth Related Infrastructure and Complete Communities

The Town is assigned a housing target of 13,000 new homes by 2031. This growth is aligned with what Caledon planned to deliver. However, much of Caledon's growth is greenfield, and is contingent on essential growth-related infrastructure being in place – roads, transit, utilities and water and wastewater servicing. Increased growth pressures and an accelerated housing supply will also require concurrent supply of employment and jobs, retail, food services, community amenities, libraries, fire halls, health care, social services and schools in order to create complete communities.

Bill 23 makes it challenging to deliver growth related services and planning for complete communities. Caledon and the Region will not be able to provide infrastructure in a timely manner to support this housing target. Growth funding shortfalls may impact the provision of soft infrastructure and cause delays in the Town's economic development goals.

How to Move This Project Forward:

Municipalities have identified that significant acceleration of transportation, servicing, and community infrastructure and additional staffing resources will be required to meet these provincial housing targets. Bill 23 does not offer municipalities tools to fully fund and plan for the infrastructure required to support the increased housing supply. However, the Province committed to there being “no funding shortfall for housing enabling infrastructure as a result of Bill 23, provided municipalities achieve and exceed their housing pledge levels and growth targets”. Work with municipalities like Caledon to ensure our greenfield development can occur so we can meet both the housing targets and long-term asset management plans.

Why This Project Now?

Caledon's growth is all greenfield and needs timely delivery of new infrastructure. The Bill 23 framework reduces growth funding powers of a municipality. It does not support 'growth that pays for growth' but instead places the onus on existing taxpayers. Analysis indicates serious financial implications for the Town as the shortfall between the cost of growth infrastructure and capital growth revenue streams will increase.



Climate Change

ASK

1. Develop a policy framework for stormwater management in response to climate change to assist municipalities in managing stormwater; and build infrastructure that is resilient and adaptive to climate change; and
2. Align the Ontario Building Code with the 2020 national model code net zero ready requirements by 2030, and by requiring electric vehicle charging station infrastructure in new homes.

Addressing Climate Change:

Municipalities, through its land use planning decisions have either direct or indirect influence over half of Canada's greenhouse gas (GHG) emissions. They are the closest agency to supporting people and places to adapt, prepare and respond to extreme weather events through infrastructure and natural system investments, and emergency management frameworks. Therefore, Caledon Council declared a climate change emergency, adopting an aggressive net zero GHG emissions by 2050 target.

Municipalities also rely significantly on strong policy frameworks from other levels of government to implement actions that transform the built environment and reduce greenhouse gas emissions at the scale required to avoid catastrophic climate warming and adapt to increasing severe weather events.

How to Move This Project Forward:

The new Consolidated Linear Infrastructure Environmental Compliance Approvals program is making significant steps to embedding climate resiliency in communities with increased requirements for source control. However, there is a need for the Province to review and update the 2003 Stormwater Management Planning and Design Manual to reflect the growing body of stormwater management science and best practices. Likewise, municipalities need a provincial policy framework to better understand how to manage impacts from future climate conditions – as opposed to relying on historical events – to inform the design of communities.

It will also be important for the building codes to align with the Federal Government's 2020 National Model Code's net zero ready requirements by 2030, and to embed criteria for electric vehicle charging infrastructure into new buildings. These policy decisions will help address two of the largest GHG emissions sources, buildings and transportation systems.

Why This Project Now?

Based on climate forecasts, annual and extreme precipitation events will continue to increase, resulting in stormwater management challenges. Latest reports from the Intergovernmental Panel on Climate Change indicate these climate patterns will become more severe, even with significant and sustained reductions in GHG emissions. However, there is a significant opportunity to stabilize global temperature in the longer term, with meaningful effort to reduce GHG emissions today. Considering Caledon's population is anticipated to triple by 2051, we need to ensure growth does not jeopardize climate change commitments, and that we build communities that are prepared and resilient to future climate conditions.



Aggregates

ASK

Amend section 8 of the *Aggregate Resources Act* and establish a regulation adding provisions that require aggregate site plans in any area with a Rehabilitation Master Plan (RMP) to conform to the RMP that is adopted by Council.

Rehabilitating Aggregate Sites

Provincial Policy Statement 2.5.3.2 encourages municipalities to prepare a RMP for comprehensive rehabilitation in areas where there is a large concentration of aggregate pits and quarries. Current provincial legislation does not require the site plans within a RMP to conform to the RMP approved by the municipality. In addition, legislation restricts certain sensitive land uses near aggregate sites and resource areas, limiting the development opportunities for final rehabilitated aggregate pits and quarries. The Town is considering alternative forms of development in final rehabilitated aggregate sites such as residential, institutional, recreation, re-naturalization and tourism opportunities.

The Town and Region are conducting a joint study to comprehensively review the current aggregate policies of both Official Plans. To allow for the joint study and a supplementary study, Caledon has temporarily prohibited new gravel pits or quarries on lands with high potential mineral aggregate resource areas.

How to Move This Project Forward:

The Province can assist the Town in implementing RMPs by amending section 8 of the *Aggregate Resources Act* (ARA) and establishing a regulation with provisions that require site plans in any area with a RMP to conform to the RMP adopted by Council. This will allow promotion of flexible land use policies that encourage municipalities and their partners to be innovative when identifying after-uses and development of final rehabilitated aggregate sites.

Why This Project Now?

There are approximately 22 active aggregate pits and quarries in the Town that supply the surrounding communities with aggregate product and an overall designation of approximately 6,150 hectares of high potential mineral aggregate resource area in Caledon. Aggregate development pressure can be expected to increase as municipalities advance provincial housing targets. Residents and communities continue to identify social and economic impacts and concerns associated with aggregate extraction operations, which can include noise, dust, vibration, traffic safety, air pollution and road degradation. Flexibility in the provincial plan will enable the Town to explore innovative partnerships with the private sector as well as find added benefits from recreation, tourism related and other economic development opportunities for resident and community benefit in final rehabilitated aggregate pits and quarries.

