

BOLTON MIDTOWN DEVELOPMENTS INC.

PLANNING JUSTIFICATION REPORT

13233 & 13247 NUNNVILLE ROAD BOLTON, CALEDON

MAY 15, 2020





PLANNING JUSTIFICATION REPORT

13233 & 12347
NUNNVILLE ROAD
BOLTON, CALEDON
BOLTON MIDTOWN DEVELOPMENTS INC.

PROJECT NO.: 19M-00294-00

DATE: MAY 15, 2020

WSP

May 15, 2020

Ms. Casey Blakely, MCIP, RPP
Manager of Development - East
Community Services Department
Town of Caledon

Dear Ms. Blakely,

Subject: 13233 & 13247 Nunnville Road – Revised Planning Justification Report

WSP Canada Group Limited (“WSP”) has been retained as the planning consultant for Bolton Midtown Developments Inc. (“the Client”), in support of an Official Plan Amendment (POPA 19-04), a Zoning By-law Amendment (RZ 19-05), and a Draft Plan of Subdivision (21T-19001C) to permit the redevelopment of the lands municipally known as 13247 and 13233 Nunnville Road (herein referred to as the “subject site”) in the Town of Caledon. The applications are to permit the development of 29 single-detached units on a cul-de-sac.

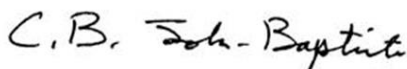
Applications for an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), and Draft Plan of Subdivision were submitted to the Town on August 16, 2019 and deemed complete on August 20, 2019. The following Planning Justification Report has been revised to incorporate the latest comments received from Town staff on April 28, 2020.

In response to the comments received, the following revisions have been made to the Planning Justification Report:

- **Section 4 - Supporting Technical Studies:** revised to include updated recommendations and conclusions from revised studies and reports, including the Noise Feasibility Study and the Fiscal Impact Study;
- **Section 5.1 – Provincial Policy Statement, 2020:** updated sections to reflect the Provincial Policy Statement, 2020, which has taken effect on May 1, 2020. *Addresses Town of Caledon comment number 10a;*
- **Section 5.5 – Town of Caledon Zoning By-law 2006-50:** updated section to reflect changes to the ZBLA and added further justification for the proposed amendments;
- **Appendix A – OPA:** revised OPA based on *Town of Caledon comment number 8 and 9;*
- **Appendix B – ZBLA:** revised ZBLA based on *Town of Caledon comment number 15;*
- **Appendix C – Draft Plan of Subdivision:** revised to remove sight triangle dimensions; and,
- **Appendix D – Zoning Analysis of Lot 1 and Lot 29:** included new appendix to show requested amendments on Lot 1 and Lot 29 based on *Town of Caledon comment number 15.*

We look forward to working with staff to expedite the above-noted applications. Please contact the undersigned at 289-982-4013, should you have any questions regarding these comments or related matters.

Yours sincerely,



Chad B. John Baptiste, MCIP, RPP
Director, Planning and Development

CBJB
Encl.

cc: Salvatore (Sam) Morra, P.Eng. – Bolton Midtown Developments Inc.
WSP ref.: 19M-00294-00

REVISION HISTORY

FIRST ISSUE

August 9, 2019				
Prepared by	Reviewed by	Approved By		
Andrew Pietrewicz	James Jarrett	Chad B. John-Baptiste		

SECOND ISSUE

February 3, 2020				
Prepared by	Reviewed by	Approved By		
Michaela Abatecola	Lucy Tantalo	Chad B. John-Baptiste		

THIRD ISSUE

May 15, 2020				
Prepared by	Reviewed by	Approved By		
Michaela Abatecola	Lucy Tantalo	Chad B. John-Baptiste		

SIGNATURES

PREPARED BY

Chad B. John-Baptiste, MCIP, RPP, Director, Planning – Ontario
Shawn Chow, Senior Project Manager
Lucy Tantalo, Senior Project Manager
Andrew Pietrewicz, Planner
Michaela Abatecola, Planner

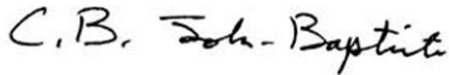


May 15, 2020

Michaela Abatecola, Planner

Date

APPROVED¹ BY *(must be reviewed for technical accuracy prior to approval)*



May 15, 2020

Chad B. John-Baptiste, MCIP, RPP
Director, Planning - Ontario

Date

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CONTRIBUTORS

CLIENT

Reviewed by: Bolton Midtown Developments Inc. c/o Sam Morra

WSP

Prepared by: Andrew Pietrewicz

Prepared by: Michaela Abatecola

Reviewed by: Shawn Chow

Reviewed by: Lucy Tantalo

Reviewed by: James Jarrett

Reviewed by: Chad B. John-Baptiste

SUBCONSULTANTS

Functional Servicing and Stormwater Management Report;
Traffic Impact Assessment

Crozier & Associates Inc

Geotechnical Investigation and Slope Stability Assessment;
Hydrogeological Impact Assessment;
Phase One Environmental Site Assessment

Soil Engineers Ltd.

Fiscal Impact Study

Altus Group Economic Consulting

Stage 1-2 Archeological Assessment

Archeoworks Inc.

Tree Inventory and Preservation Plan

Kuntz Forestry Consulting Inc.

Scoped Environmental Impact Study and Management Plan

Geo Process Research Associates

Noise Feasibility Study

HGC Engineering

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1 INTRODUCTION

1.1 PROPOSED DEVELOPMENT

Bolton Midtown Developments Inc. has retained WSP to coordinate planning approvals and prepare a Planning Justification Report for a proposed development at 13247 and 13233 Nunnville Road within the community of Bolton in the Town of Caledon, herein referred to as the “subject site” (Figure 1). Applications for an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), and Draft Plan of Subdivision were submitted to the Town of Caledon on August 16, 2019 and deemed complete on August 20, 2019. The following Planning Justification Report has been revised to incorporate the latest proposed development and comments received from the Town on April 28, 2020.

The subject site consists of two parcels of land located within the community of Bolton, in the Town of Caledon. The subject site has a total area of 3.3 ha (8.2 acres) and is bounded by Albion-Vaughan Road to the east, existing detached dwellings to the north and south, and a residential community to the west of Nunnville Road.

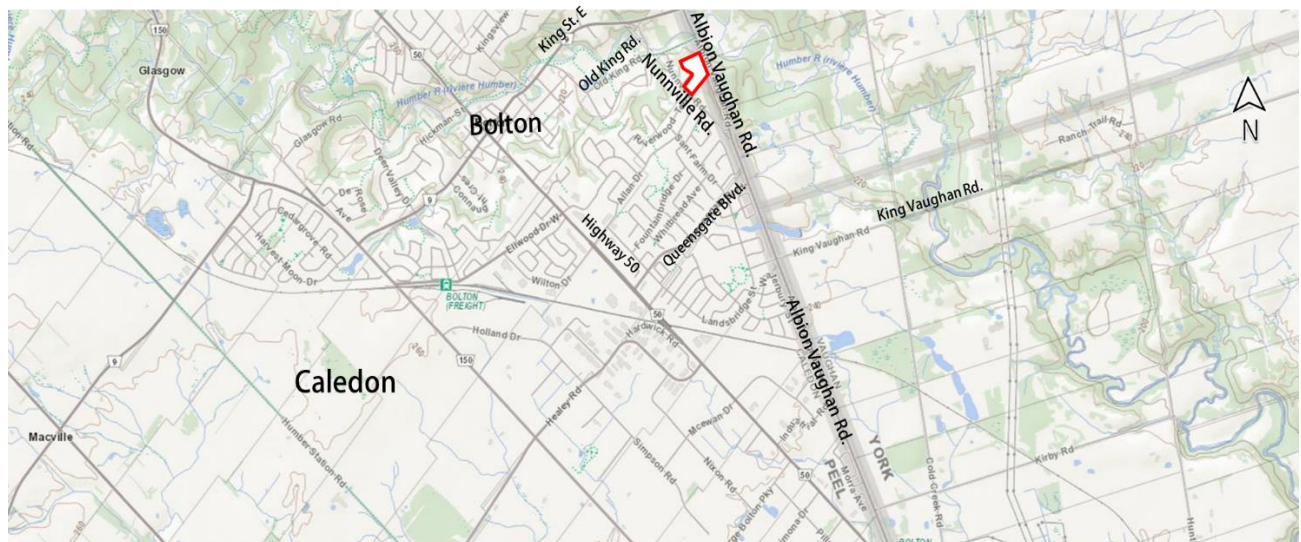


Figure 1: Subject Site

The proposed development proposes 29 single detached units that will be two storeys in height. The subject site will be accessed through a proposed local street from Nunnville Road.

The following amended Planning Justification Report and associated supporting studies have been revised in response to the comments received from the Town of Caledon on April 28, 2020. The report and supporting studies demonstrate that the proposed development is consistent with Provincial Policy, the Region of Peel’s Official Plan and the Town of Caledon’s Official Plan.

The subject site is currently under-utilized and has potential to support the Town of Caledon’s vision while integrating well with and addressing compatibility with adjacent properties and ecological features. The Town of Caledon Official Plan (Office Consolidation, April 2018) designates the subject site as Special Residential Area and Environmental Policy Area in the Bolton South Hill Secondary Plan. The Town of Caledon Zoning By-law identifies the subject site as Estate Residential which permits detached dwellings.

The proposed OPA seeks to add site-specific policies to the subject site to permit low density residential uses. The accompanying ZBLA is required to implement the development as proposed.

2 SUBJECT SITE LOCATION AND DESCRIPTION

2.1 SUBJECT SITE

The applications and accompanying reports refer to two parcels, which together comprise the subject site: 13247 and 13233 Nunnville Road (Figure 2, Table 1). The parcels are located within the Bolton Settlement area, in the Town of Caledon. The Bolton Settlement area is designated as a Rural Service Centre in the Peel Region Official Plan and the subject site is designated Special Residential and Environmental Policy Area in the Town of Caledon Official Plan. The subject site is zoned Estate Residential (RE-13) in the Town of Caledon Zoning By-law. The northern-most portion of the two parcels is zoned Environmental Policy Area (EPA-1).



Figure 2: Subject Site Parcels

The parcels have frontage on Nunnville Road and are located just west of Albion-Vaughan Road. Albion-Vaughan Road is a north-south roadway with a two-lane cross-section. Albion-Vaughan Road is identified in Schedule E of the Region of Peel Official Plan as a Major Road. The roadway does not have a sidewalk and has a posted speed limit of 60 km/h near the subject site. The parcels are separated from the travelled portion of the Albion-Vaughan Road right of way by between approximately 25 to 50 metres. Albion-Vaughan Road is identified in Schedule J of the Town of Caledon Official Plan as a Medium Capacity Arterial Road to the south of the subject site and to its immediate north, and as a Collector Road further north (generally north of Old King Road). The portion of Albion-Vaughan Road that stretches from the subject site to Mayfield Road is also identified in Schedule J of the Town of Caledon Official Plan as Proposed Bolton Arterial Route (BAR).

Nunnville Road is a north-south roadway with a two-lane cross-section. Nunnville Road intersects with Albion-Vaughan Road in an east-west direction and operates as a three-way stop-controlled intersection. The roadway has sidewalks available on the west side and has a posted speed limit of 40 km/h throughout the area. Nunnville Road is identified as a Collector Road in the Town of Caledon Official Plan, Schedule J.

The two parcels consist of single residential uses and each parcel contains a single detached residential dwelling. Natural heritage features exist on the subject site and are associated with a woodlot within the regulated area of the TRCA.

The ground surface at the subject site is on a gentle incline, with the higher ground elevation located towards Nunnville Road. The remainder of the subject site is grass-covered with a few scattered trees near the houses as well as at the border of the two properties. The ground surface along the north boundary of the subject site descends towards Old King Road at an average gradient of 3.2 to 3.3 horizontal:1 vertical at the steepest portions. The slope is approximately 22 to 28 metres high and is densely vegetated.

Table 1: Subject Site Parcels – Legal Description

Parcel	Municipal Address	Legal Description	Roll and PIN Number
1	13247 Nunnville Road	Part of Concession 8, Lot 7	14355-2213
2	13233 Nunnville Road	Part of Concession 8, Broken Lot 6	14355-2213

2.2 SURROUNDING AREA

The subject site is bordered by a variety of uses, as follows:

- North: Existing single detached units and natural heritage areas site.
- East: Albion-Vaughan Road.
- South: Existing estate lot single detached units.
- West: Existing single detached units in a subdivision setting.

In general, the surrounding neighbourhood is characterized by low density rural residential dwellings on large estate lots to the south of the subject site and suburban residential neighbourhoods to the west. The primary housing type in the area are single-detached dwellings.

There is a natural heritage feature towards the north of the subject site consisting of a woodlot. Hubert Corless Park is a neighbourhood park within a 400 metre or 5-minute walk from the subject site. A few blocks west of the park is Allan Drive Middle School which provides for an outdoor sports field. There is an established pedestrian connection from Nunnville Road to Hubert Corless Park via a pedestrian access through Hubert Corless Drive south of the subject site. Another pedestrian access is also provided at the end of Nunnville Road which provides access to Old King Road. There are informal pedestrian connections that lead to Allan Drive Middle School from Nunnville Road.

3.1.2 ACCESS AND STREET LAYOUT

Vehicular access to the subject site will be through a proposed local street from Nunnville Road (Figure 4). The proposed local street will terminate into a looped cul-de-sac. The width of the local street right-of-way will be 18 metres, consistent with Town standards.

A sidewalk 1.5 metres in width will be provided on the north side of the street up to the cul-de-sac of the proposed development. Street trees and street lighting will be provided in accordance with the Town of Caledon standards to protect pedestrians from the elements and provide visibility at night for casual surveillance.

The development will have easy access to the trail just north of Nunnville Road towards Old King Road. Other potential pedestrian access points for consideration may be provided through Riverwood Terrace to access Allan Drive Middle School. The development will not impede existing pedestrian access to the trail just north of Nunnville Road towards Old King Road, nor will it impede the existing pedestrian connection to Hubert Corless Park, which is within a 5-minute walk south of the subject site.

Garages will be integrated into the main massing of the dwellings and will be parallel or behind the main front wall or porch. The 9 metre (30 feet) lots will have single car garages and the 13 metre (43 feet) lots will have double car garages. Lot privacy fencing will be provided for all corner dwellings and rear yards, and where agreed to in consultation with the Town. Noise fences will be required for lots backing onto Albion-Vaughan Road.



Figure 4: Pedestrian and Vehicular Circulation Servicing

Water servicing will be provided through the existing 150 mm diameter watermain in Nunnville Road. A proposed 150 mm diameter watermain will extend from the existing watermain, up the proposed road and loop around the cul-de-sac. Each lot will be serviced with individual 25 mm diameter water services, connecting to the proposed 150 mm diameter watermain. All proposed water service connections will be equipped with a valve and box near the property line.

Sanitary servicing will be provided through a connection to the proposed 900 mm diameter sanitary trunk sewer on Nunnville Road. A 250-mm diameter sub-trunk sewer will extend from the proposed trunk sewer to service the subdivision. Each lot will be serviced with individual 125 mm diameter sanitary services extending from the proposed 250 mm diameter sanitary sub-trunk sewer.

Storm water peak flows will be attenuated to match pre-development conditions and will be stored on-subject site in oversized storm sewers. The storm water will be conveyed in a controlled manner to an existing ditch adjacent to Albion-Vaughan Road.

3.2 REQUIRED APPROVALS

A Town of Caledon OPA and ZBLA are required to permit the proposed development.

The subject site is currently designated Special Residential Area in the Bolton South Hill Land Use Plan, which is a Secondary Plan established pursuant to the Town of Caledon Official Plan. The Special Residential Area designation states that the lands may be redeveloped and that the lands can be re-designated once a development application is submitted with supporting reports to justify the re-designation. An amendment to the Town of Caledon Official Plan is required to re-designate the subject site from Special Residential to Low Density Residential to permit low density residential uses. The OPA can be found in Appendix A.

An amendment to the Town of Caledon Zoning By-Law No. 2006-50 is required to apply an appropriate zoning classification consistent with the vision and policies of the Bolton South Hill Land Use Plan and to address site-specific standards. The ZBLA can be found in Appendix B and seeks to rezone the subject site from Estate Residential – 13 (“RE-13”) to Residential One-Exception (“R1-XX”). The ZBLA does not propose to change the Environmental Policy Area (EPA-1) zoning that exists on the subject site.

The Town of Caledon Official Plan states that residential development within the Bolton South Hill Area Development shall be primarily by draft plan of subdivision, although severances may be permitted on an infilling basis (Section 7.2.5.1.4). A Draft Plan of Subdivision can be found in Appendix C.

4 SUPPORTING TECHNICAL STUDIES

The need for a variety of supporting materials for the development proposal was identified at the DART pre-consultation meeting with Town of Caledon staff held on May 23, 2019. The following includes a summary of all submitted technical studies completed.

4.1 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

Crozier and Associates was retained to complete a Functional Servicing and Preliminary Stormwater Management Report. A revised report, dated January 2020, was completed to determine whether there is sufficient servicing opportunity within the existing water and proposed sanitary sewer system to support the proposed development. The report concludes that the proposed development can be serviced for water, sanitary, and stormwater in accordance with the Town of Caledon requirements and standards.

Conclusions and recommendations of Crozier and Associates include:

1. Water demand for the proposed development will be provided using individual 25 mm domestic water services connected to the proposed 150mm diameter watermain. The proposed watermain will connect to the existing 150mm diameter watermain on Nunnville Road.
2. Fire hydrants are proposed to provide fire protection to the development.
3. Sanitary servicing for the proposed development will be provided using a 250 mm diameter PVC sanitary sub-trunk sewer, which connects to the proposed 900mm diameter sanitary trunk sewer in Nunnville Road. Individual 125 mm diameter laterals will branch off the proposed sub-trunk to service each unit.
4. Stormwater runoff from Catchment 201 will flow uncontrolled to the existing ditch. Stormwater runoff from catchment 202 and 203 will flow controlled into the existing ditch.
5. Quantity control has been provided using two independent orifice pipes downstream of the oversized storm sewers. A maximum storage volume of 668 m³ is provided for Catchment 202 and 104 m³ is provided for Catchment 203, which is sufficient to meet post-to-pre storage requirements.
6. A treatment train approach using landscaped areas and a Jellyfish Filter will provide an enhanced level of protection (80% TSS removal) for stormwater quality control for Catchments 201, 202 and 203.
7. Water balance for Catchment 201 and the pervious areas of Catchment 202 and 203 will be provided through attenuation in the existing natural landscaped area. Water balance for the impervious areas of Catchment 202 and 203 will be provided through 39 m³ of storage in additional topsoil depth.
8. Erosion and Sediment Controls will be implemented on-site during construction and will be maintained until the site is stabilized.

An addendum letter was issued in May 2020, revising the Preliminary Servicing and Grading Plans to address Town of Caledon Development Engineering, Community Services comments. The revisions to these plans did not change the conclusions and recommendations of the report.

4.2 GEOTECHNICAL INVESTIGATION AND SLOPE STABILITY ASSESSMENT

Soil Engineers Ltd. was retained to undertake a geotechnical investigation, dated July 2019, to reveal the subsurface conditions of the subject site and determine the engineering properties of the disclosed soils for the design and construction of the proposed development.

The investigation observes that beneath a topsoil layer, and a layer of earth fill in places, the subject site is underlain by a predominant stratum of soft to hard, generally very stiff silty clay till, interstratified with firm to hard, generally very stiff silty clay at various locations and depths. Deposits of very dense silt and silty fine sand were encountered in the lower zone of the deep borehole. The native soil below the earth fill within the top $0.7\pm$ to $1.5\pm$ m from the prevailing ground surface has been weathered; the soft soil is restricted to the weathered zone.

No groundwater/cave-in levels were recorded in the open boreholes upon completion of the field work; however, groundwater monitoring wells were installed at or near 4 of the boreholes, of which the stabilized groundwater levels were measured at depths of 1.1 to 24.6 m below the prevailing ground surface on June 27, 2019. The shallow groundwater table in places may represent a perched groundwater table from infiltrated precipitation.

The investigation concludes that any groundwater yield from the silty clay till and silty clay will be small and limited in quantity and can generally be controlled by conventional pumping from sumps. The groundwater yield from any silt or sand layers will be moderate to appreciable; dewatering requirements for the subject site should be assessed through the hydrogeological study. Recommendations associated with subdivision construction are provided.

A slope stability assessment was also undertaken to determine the Long-Term Stable Top of Slope, which is one of the constraints for establishing the development limit of the project. The assessment concludes that the existing physical top of slope can be considered the stable top of slope; the Long-Term Stable Top of Slope is established in the assessment report.

4.3 HYDROGEOLOGICAL IMPACT ASSESSMENT

Soil Engineers Ltd. was retained to conduct a hydrogeological assessment of the proposed development. The assessment was revised in January 2020 and presents the following conclusions:

1. The subject site lies on mapped till plains within the Physiographic Region of Southern Ontario known as the South Slope, on the drumlinized till plain Physiographic Feature.
2. Based on review of the surface geological map of Ontario, the subject site is underlain by the Halton Till unit, consisting predominantly of silt to silty clay matrix, high in matrix calcium carbonate, considered as being clast poor.
3. A review of the topography shows that the subject site is relatively hilly with a decline in elevation relief towards the east and north.
4. The subject site is located within the Humber River Watershed and Main Humber Sub-watershed.
5. This study has disclosed that beneath the topsoil horizon and earth fill materials layer, the native soils underlying the subject site consists of silty clay, silty clay till, silt and silty fine sand.
6. The findings of this study confirm that the groundwater level elevations range from El. 241.60 to El. 243.67 masl, (or from 1.08 to 4.93 mbgs), and that shallow groundwater flows towards the southeast.
7. The single well response test yielded estimated hydraulic conductivity (K) values of between 7.4×10^{-8} and 2.5×10^{-7} m/sec for the silty clay/silty clay till at the depths of the well screens.

8. The estimated preliminary construction dewatering flow rate to lower the groundwater levels for future earthworks could reach a daily rate of 11,541.2 L/day, by applying a safety factor of 3 it could reach a maximum daily rate of 34,623.5 L/day. Since the estimated dewatering flow rate is lower than 50,000 L/day, the registering, or applying for an EASR or a PTTW with the MECP to facilitate any proposed groundwater-taking for construction will not be required.
9. The zone of influence for any conceptual dewatering wells or dewatering array used during construction could reach a maximum of 7.2 in away from the dewatering array or wells. There are no water bodies, wetlands or watercourses located within the conceptual zone of influence. However, three water supply wells are situated within the conceptual zone of influence for construction dewatering. Two of these wells are located within the site's boundaries and one is located outside. It is recommended that the two wells located within the site be decommissioned prior to construction, if/when they are no longer in use at the site. The water well that is located outside of the site's boundary is screened at a depth below the conceptual servicing invert elevations for the proposed development. As such, there are no interference concerns for this well as a result of this proposed construction, and monitoring is not likely required.
10. Based on the measured shallow groundwater levels, the proposed underground services and basements may be constructed below the shallow groundwater level. As such, it may be necessary to lower the perched shallow groundwater table temporarily during earthwork and construction. However, the subject site is underlain by low permeable soil, and any impacts from any temporary dewatering for basement construction or underground services installation on the shallow groundwater function of the site is anticipated to be minor to negligible, with no long-term impacts being anticipated.
11. Given the low permeability of native shallow soil, no conventional LIDS are being proposed for the development site other than the proposed thickening of topsoil as a best effort measure to maintain the site's water balance following development.

4.4 NOISE FEASIBILITY STUDY

HGC Engineering was retained to conduct a Noise Feasibility Study to evaluate future sound levels and identify control measures. The study was revised in May 2020 and presents the following conclusions.

The primary noise source impacting the subject site was determined to be traffic on Albion-Vaughan Road. No sources of stationary noise were identified within 500 metres of the subject site.

Predicted sound levels were compared to the guidelines of the Ministry of Environment, Conservation, and Parks (MECP) to develop noise control recommendations.

The sound level predictions indicate that future road traffic sound levels will exceed MECP guidelines at dwellings closest to Albion-Vaughan Road. Feasible means exist to reduce the impact to within acceptable limits. The following mitigation measures are recommended:

1. Acoustic barriers are required for the Outdoor Living Areas of dwellings closest to Albion-Vaughan Road. When final grading information is available for dwellings backing onto Albion-Vaughan road, acoustic barrier requirements should be refined;
2. Forced air ventilation systems with ducts sized for the future installation of air conditioning by the occupant is required for dwellings closet to the roadway;
3. Noise warning clauses should be included in all offers of purchase and sale and property tenancy agreements for dwellings with noise level excesses, to inform future residents of traffic noise issues and nearby commercial uses; and,
4. Any double-glazed window construction and exterior wall construction meeting the minimum Ontario Building Code requirements will provide adequate sound insulation for all the proposed dwellings.

4.5 TRAFFIC IMPACT STUDY

Crozier & Associates Inc. was retained to prepare a Traffic Impact Study. The study was revised in January 2020, to include a Sight Distance Analysis to assess how the traffic generated from the proposed development will integrate with the area's existing traffic and if any mitigation measures are warranted.

The study was completed in accordance with the procedures set out in the Town of Caledon's Transportation Impact Studies Terms of Reference and Guidelines with the associated analysis and findings. A scope of work was sent to Town of Caledon Staff on June 11, 2019 and comments were received on June 24, 2019.

The findings and conclusions of the analysis are as follows:

- The study area intersections are operating under capacity with low delays in the existing traffic conditions during both the a.m. and p.m. peak hours.
- During the a.m. and p.m. peak hours in the future background traffic conditions for horizon year 2024, movements are expected to continue to operate under capacity and no geometric improvements are recommended. The intersection of Albion-Vaughan Road at Nunnville Road is projected to operate with Level of Service 'E' during the a.m. peak period, however signals are not warranted.
- The proposed development is expected to generate 30 two-way (8 inbound and 22 outbound) trips during the weekday a.m. peak hour and 37 two-way (23 inbound and 14 outbound) trips during the weekday p.m. peak hour.
- The proposed development is expected to add additional traffic to the surrounding road network, but the study intersections are expected to work under capacity with acceptable delays.
- Sufficient sightlines are available on Nunnville Road and Albion Vaughan Road, as determined through the site visit conducted on December 11, 2019.
- The proposed full-movement access on Nunnville Road is anticipated to function at acceptable level of service and well below-capacity.
- Based on the AutoTURN analysis, passenger vehicles can maneuver through the subject site with no constraints.
- The analysis undertaken was prepared using the most recent subdivision plan. Any minor changes to the plan will not materially affect the conclusions contained in this report.

In summary, the assessment concludes that signalization of the intersection is not warranted, and that no geometric improvements are recommended under the future background conditions. The proposed development is expected to have a negligible impact on the surrounding road network and, from a traffic operations perspective, the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

4.6 FISCAL IMPACT STUDY

Altus Group Economic Consulting was retained to examine the financial impacts of the proposed development on the Town of Caledon's finances, both from a capital and net annual operating perspective. The Fiscal Impact Study, revised in May 2020, concludes the proposed development will yield a net fiscal benefit for the Town.

The expected net benefits include consideration of revenues such as development charges, property taxes and non-tax revenues as well as expenditures such as operating cost, budgeted contributions towards capital works and other costs.

In brief, the proposed development will generate the following revenues for the Town:

- \$897,500 in development charge revenues;
- \$86,800 in annual property tax revenues; and,

- \$4,700 in annual non-tax revenues (e.g. fees for items such as licenses, permits (excluding building permits, fines and donations, etc.).

The proposed development will involve the following expenditures:

- \$55,600 in annual net operating expenditures plus an additional \$12,500 in annual budgeted contributions towards capital works; and,
- \$9,000 in annual operating and lifecycle costs for internal roads and storm sewers.

On balance, the proposed development will produce an annual net fiscal benefit for the Town of \$14,380, or approximately \$135.28 per capita (based on an estimated 106 residents).

4.7 HOUSING, EMPLOYMENT AND COMMUNITY SERVICES STUDY

WSP was retained to develop a Housing, Employment and Community Services (HECS) Report, dated August 2019, which provides an overview of the housing and residential characteristics of the neighbourhood surrounding the subject site as well as the community services and facilities that are available to residents in the vicinity of the subject site, such as public schools, child care centres, libraries, community centres, parks and human services.

The HECS report concludes that the Study Area has been experiencing slow growth and is relatively stable. The Study area is predominantly low-density, composed of mainly single-detached housing. There is also no evidence that the area is under socio-economic pressure. It is WSP's opinion that the proposed development provides an opportunity to add housing stock to the Study Area and Town as a whole, and to diversify the socio-demographic composition of the community by providing potential for rentals, senior housing and affordable options.

WSP expects new residents from this development to have some demand for community services and facilities identified, but it should be relatively limited and able to be accommodated. New residents will use public and Catholic schools, child care centres, libraries, community centres, parks, human services and neighbourhood convenience amenities, depending on specific needs and interests. However, in WSP's opinion, the proposed development of the subject site would have a limited impact on the current community services and facilities and would support the efficient use of them.

It is recognized that the area studied is deficient in active parkland per the Town Standards. It is recommended that the proposed development provide cash-in-lieu of parkland to help support investment in parks within Caledon. While the area studied has a parkland deficit, the needs of future residents can be accommodated at facilities located outside of the Study Area. For example, the Bolton Camp redevelopment represents a large-scale addition to parkland and other services within the Bolton Settlement Area. In addition, the proposed development will also contribute to growth-related community services and facilities including schools, child care, and parks through development charges and/or the new community benefit charge.

The proposed development is not intended to be built as rental housing, rather for owner occupied dwellings. However, it is WSP's opinion that it will support the secondary rental market as owners can rent their homes or build secondary suites in the future. It will also support affordable housing as the secondary rental market is usually a good source of affordable rental units and the provision of a variety of lot sizes will help provide different cost options to consumers. The proposal will also bring additional housing stock to the market which in turn has the potential to add more units to the secondary rental market.

It is WSP's opinion that the proposed development will provide housing for older adults in the form of multiple family households and through the ability for purchasers to construct secondary suites in the future. In addition, the homebuilders will also provide consumers with the option of an accessible house design in order to provide universal design and accessibility. This will help create barrier-free, inclusive environments and support seniors to age in place.

The availability of a variety of lot sizes with options for accessible house designs will help to develop a diverse mix of housing types and tenure. This diversity will help meet the needs of a variety of residents including the needs of different income groups, people with accessibility challenges and the needs of people through all stages of their lives. The proposed

development also encourages residential intensification in parts of built up areas and has the potential to increase future supply of rental housing and housing with universal design features. This all supports the achievement of the Town's Official Plan housing policies.

It is WSP's opinion that the proposed development will also achieve the Town's employment projections, as the development is forecasted to produce residents who work from home and will work in the Town, as well as support existing nearby neighbourhood convenience businesses.

4.8 URBAN DESIGN BRIEF

WSP was retained to develop an Urban Design Brief. This brief was revised in January 2020, to further elaborate on the proposed development's built-form, architectural character, landscaping, open space and pedestrian connections.

The Urban Design Brief concludes that the proposed 29 single-detached dwellings meet the design objectives and principles envisioned by the Town of Caledon for the subject site. The architectural style of the proposed dwellings will be of traditional design using high quality materials that are consistent with the look and character of the surrounding neighbourhood. The public realm is addressed through minimizing the presence of the garage, providing trees and street lights and a sidewalk along one side of the street.

4.9 PHASE ONE ENVIRONMENTAL SITE ASSESSMENT

Soil Engineers Ltd. was retained to carry out a Phase One Environmental Site Assessment (Phase One ESA), dated July 2019, on the subject site. The general objectives of a Phase One ESA are:

- To develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on, in or under the subject site;
- To determine the need for a Phase Two Environmental Site Assessment (Phase Two ESA);
- To provide a basis for carrying out any required Phase Two ESA; and
- To provide adequate preliminary information about the environmental conditions in the land or water on, in or under the subject site, in order to conduct a risk assessment following the completion of a Phase Two ESA, if required.

The Phase One ESA concludes that there is low potential for environmental concern related to the subject site. No further environmental investigation is recommended as the subject site is found suitable for the proposed development.

4.10 ENVIRONMENTAL IMPACT STUDY AND MANAGEMENT PLAN

GeoProcess Research Associates Inc. (GRA) was retained to complete an Environmental Impact Study (EIS), dated August 2019, for the proposed development. The EIS establishes the extent and function of the natural heritage system on the subject site; assesses potential impacts of the proposed development on key natural heritage features; and provides mitigation measures to protect and enhance the function and connectivity of those features.

Conclusions and recommendations of the EIS are as follows:

1. The Subject Property is designated as a Special Residential Area in the Bolton South Hill Secondary Plan and has been an area identified as a suitable location for infill development.
2. The Subject Property contains and lies adjacent to a Significant Valley Corridor (the Humber River Corridor) which was staked and surveyed by the TRCA and the Town of Caledon on June 18, 2019.

3. A geological study by Soil Engineers confirmed that the location of the Long Term Stable Top of Bank is contained within the June 18, 2019 staked dripline.
4. Consistent with the TRCA Living Cities Policies, a 10 m buffer has been applied to the June 18, 2019 staked dripline and this limit is proposed to be the development limit.
5. A restoration plan has been prepared for the 10 m buffer to return self-sustaining, native vegetation to the area.
6. The EIS report includes an assessment of the key natural heritage features and their functions, including their connectivity to the greater landscape and natural heritage system.
7. The survey work identified no Species at Risk on the subject site and has evaluated the proposed site plan to ensure its conformity to the applicable legislation.
8. An impact assessment for features on the subject site has been conducted (for the short and long-term) in regards to the proposed site plan.
9. Mitigation measures are provided to avoid impacts to the important natural heritage features.
10. The site plan also conforms to the natural heritage policies and regulations of the Region of Peel, the Town of Caledon and the TRCA.

4.11 TREE INVENTORY AND PRESERVATION PLAN AND REPORT

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan and Report for the subject site. The plan and report was revised on January 24, 2020. The plan and report provide a revised evaluation of tree preservation opportunities based on the revised Draft Plan of Subdivision and grading plan.

The report concludes that there are a total of 211 trees on and within six metres of the proposed development. The removal of 147 trees is required to accommodate the proposed development. The removal of an additional 2 trees is recommended regardless of the subdivision plan due to poor condition. The preservation of the remaining 62 trees will be possible with appropriate tree protection measures.

The following recommendations were suggested to minimize impacts to trees identified for preservation.

- Tree protection barriers and fencing should be erected at locations as prescribed on the Tree Inventory and Preservation Plan. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on the Tree Inventory and Preservation Plan as a tree protection zone (TPZ) at any time during or after construction.
- Branches that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree branches must be in accordance with Good Arboricultural Standards.
- Site visits, pre, during and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

4.12 STAGE 1-2 ARCHEOLOGICAL ASSESSMENT

Archeoworks Inc. was retained to conduct a Stage 1-2 Archeological Assessment (AA), dated July 2019, of the subject site. The objectives of a Stage 1-2 AA, as outlined by the 2011 Standards and Guidelines for Consultant Archaeologists published by the Ministry of Tourism, Culture, and Sport (MTCS) (2011), are as follows:

Stage 1:

- To provide information about the property's geography, history, previous archaeological fieldwork and current land condition; and,
- To evaluate in detail, the property's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property.

Stage 2:

- To document all archaeological resources on the property;
- To determine whether the property contains archaeological resources requiring further assessment; and,
- To recommend appropriate Stage 3 assessment strategies for archaeological subject sites identified.

Stage 1 background research determined potential to encounter archaeological resources due to the study area's close proximity to a historic transportation route, as well as its location on elevated ground overlooking the Humber River, thus necessitating Stage 2 field survey.

During the Stage 2 AA, deep and extensive disturbances that have removed archaeological potential (extant houses, driveways, septic beds, utility and servicing alignments) were encountered, along with steep slopes associated with the Humber River valley which are considered to have low or no archaeological potential. These areas were not subjected to field testing.

Testable portions of the subject property, consisting of wooded and grassed areas, were subjected to a test pit form of survey at five-metre intervals, except in areas that exhibited previous soil grading, wherein survey intervals were increased to ten-metres. No archaeological resources were encountered.

In light of both subject properties testing negative for archaeological resources, the entire study area is recommended to be considered free of archaeological concern. No further work is recommended.

5 PLANNING CONTEXT

5.1 PROVINCIAL POLICY STATEMENT, 2020

On February 28, 2020, the Province released the new Provincial Policy Statement (PPS) (2020) which provides overall policy directions on matters of provincial interest related to land use and development in Ontario. The PPS, 2020, retains the same structure as PPS, 2014, with new and revised policies to address the Government's More Homes, More Choice: Housing Supply Action Plan. The PPS focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development (Part IV). The new policies came into effect on May 1, 2020.

Section 1.0 of the PPS sets out policies associated with efficient land use and development patterns that support healthy, liveable and safe communities, protects the environment and public health and safety, and facilitates economic growth. Section 1.1.1 states:

"Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting 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 costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society..."

The PPS further establishes that urban and rural settlement areas must be the focus of growth in Ontario and provides that planning authorities shall facilitate intensification and redevelopment within built-up areas where appropriate. Section 1.1.3.1 states:

"Settlement areas shall be the focus of growth and development"

Section 1.1.3.3 through 1.1.3.5 state:

1.1.3.3: "Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4: "Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."

1.1.3.5: "Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas."

In Section 1.1.3.3 *housing options* are defined as “a range of housing types such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.”

Furthermore, *special needs* within the definition of housing options is defined as “any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.”

The role of upper tier municipalities in facilitating intensification and redevelopment is further prescribed in Sections 1.2.4 and 1.4.3 of the PPS, including identifying intensification targets, identifying areas for growth, directing growth and more:

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

- a) identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist and informed by provincial guidelines;
- b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
- c) identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8...”

1.4.3: “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Section 1.6 of the PPS promotes the effective use of infrastructure, including by directing and accommodating expected growth or development in a manner that promotes efficient use and optimization of existing infrastructure (Section 1.6.6.1).

The PPS further clarifies that “municipal sewage services and municipal 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. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.” (Section 1.6.6.2).

The PPS also provides that planning for stormwater management shall “minimize, or, where possible, prevent increases in contaminant loads; minimize changes in water balance and erosion; mitigate risks to human health and safety and property

damage; maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development” (Section 1.6.6.7).

Section 2.1 of the PPS establishes the following applicable natural heritage policies in order to protect features and areas:

2.1.1: “Natural features and areas shall be protected for the long term.”

2.1.2: “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 groundwater features.”

5.1.1 SUMMARY

It is our opinion that the proposed development is consistent with the land use planning objectives and policies of the PPS, 2020. The proposed development will contribute to creating healthy, liveable and safe communities through the efficient development of a residential use on an existing infill site which utilizes existing infrastructure and public facilities and will contribute to the long-term needs of the local community. The proposed development accommodates a range and mix of residential types through the provision of different sized single-detached dwellings which can accommodate secondary suites in the future and/or floorplans which can allow for multi-generational households and accessible design (e.g. main-floor bedrooms). The option for purchasers to select these floorplans will improve accessibility for persons with disabilities and older persons. The development also does not cause environmental or public health and safety concerns. The existing natural heritage features are protected through measures recommended by the Environmental Impact Study such as, implementing a 10-metre buffer around the significant valley corridor.

The proposed development is consistent with Section 1.1.3.3 of the PPS as the subject site is located in a designated settlement area (Town of Caledon Official Plan, Schedule A1), which is appropriate for intensification and can be accommodated in terms of servicing. The PPS notes that a range of housing options should be accommodated through intensification, which include single detached housing types and housing forms, such as housing for people with special needs. Examples of special needs housing that can be provided through design options in the proposed development, include accessible housing, housing for persons with disabilities and housing for older persons.

The proposed development will assist the Town of Caledon in meeting its intensification target, consistent with Section 1.2.4. In addition, through the provision of different lot sizes that can accommodate secondary suites in the future, or multi-generational households through the provision of optional accessible house designs, the proposed development is consistent with Section 1.4.3 as it will help meet the needs of different income groups, people with accessibility challenges and people within all life stages.

Furthermore, the proposed development is consistent with Section 1.6 and 2.1 of the PPS as it supports the efficient use of municipal infrastructure, consistent with the preference expressed in the PPS for use of municipal water and sewage services in settlement areas, and protects the regulated natural features on the subject site.

5.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan for the Greater Golden Horseshoe, office consolidation May 2019 (Growth Plan), contains policies regarding population and employment projections that form the basis for planning for growth in municipalities within the Greater Golden Horseshoe (GGH) Area, including the Town of Caledon. The Growth Plan guides decisions on a wide variety of issues, including transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection in the interest of promoting economic prosperity. The Growth Plan was recently updated by the Ontario government to provide further direction on provincial interest in this part of the province.

The subject site is located within the “Built -Up Area – Conceptual” of the Growth Plan, as shown in Figure 5.

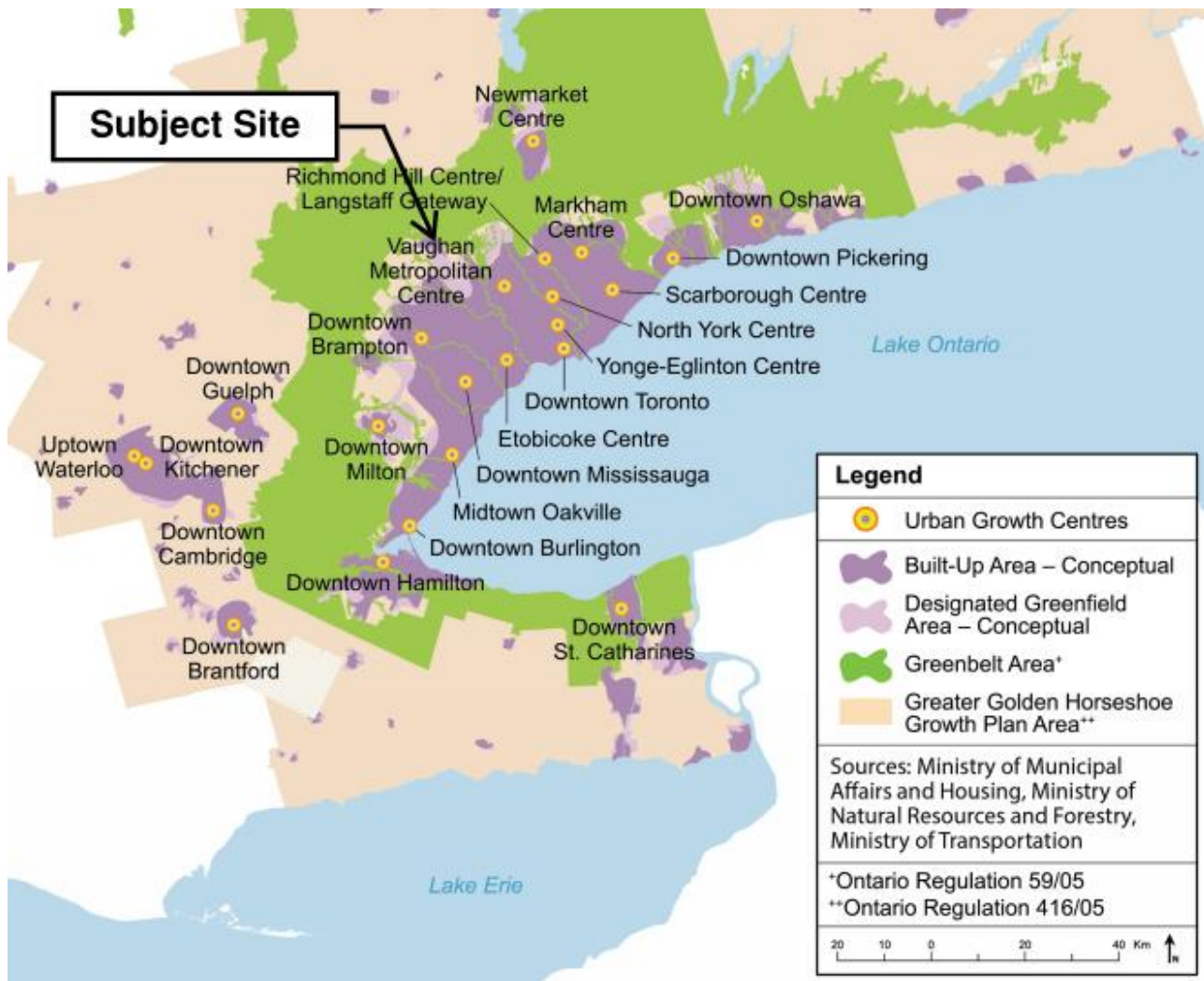


Figure 5: Urban Growth Centres (Schedule 4 of the Growth Plan)

Section 2.1 of the Growth Plan underscores its emphasis on intensification within the built-up area:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area” (p.12).

The Growth Plan further encourages municipalities to plan for intensification within the built-up area. For instance, the Region of Peel has been directed to plan for an ultimate population of 1,970,000 residents and 970,000 jobs by 2041 (Schedule 3 - Distribution of Population and Employment for the Greater Golden Horseshoe to 2041).

To support the intensification objectives, Section 2.2.2.3 states that:

“All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- c) encourage intensification generally throughout the delineated built-up area;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.”

Section 2.2.1.2 clarifies the basis on which growth is to be allocated and emphasizes the role of settlement areas as the focal points for growth:

“Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public service facilities;
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise.”

Section 2.2.1.3 prescribes the role of upper and single-tier municipalities in, among other things, directing growth towards settlement areas:

“Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

- a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;
- c) 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;
- d) support the environmental and agricultural protection and conservation objectives of this Plan; ...”

Section 2.2.2.1 specifies that by the year 2031, and for each year thereafter, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.

Section 2.2.1.4 indicates that the application of Growth Plan policies will support the achievement of complete communities, including those that “feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities” (2.2.1.4.a) and that “provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes” (2.2.1.4.c).

Section 2.2.6 requires upper and single tier municipalities to develop a housing strategy in support of achieving intensification and density targets of the Growth Plan. For example:

2.2.6.1: “Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:

a) supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i) identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; ...

d) will be implemented through official plan policies and designations and zoning by-laws.”

Section 2.2.6.2 adds that the housing strategy developed by upper and single tier municipalities housing strategy in accordance with policy 2.2.6.1 will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;
- b) planning to achieve the minimum intensification and density targets in this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.”

Section 2.2.6.3 further requires that, in support of the above, “municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”

The Growth Plan prescribes an integrated approach to achieving its policies for infrastructure to support growth. The approach is to involve the coordination of infrastructure planning, land use planning, and infrastructure investment (3.2.1.1).

5.2.1 SUMMARY

It is our opinion that the proposed development is consistent with the planning objectives and policies of the Growth Plan. The proposed development is within a settlement area situated within the delineated built boundary and takes advantage of existing urban land supply. It represents an intensification of the existing subject site, supports the achievement of Growth Plan intensification targets and allocations, and provides for housing options that are appropriate within the context of the subject site. Furthermore, the proposed development supports the efficient use of municipal infrastructure and contributes to the achievement of complete communities by providing a range and mix of housing options, which is further elaborated in the HECS Study.

5.3 REGION OF PEEL OFFICIAL PLAN (OFFICE CONSOLIDATION, 2018)

The subject site is located within the Region of Peel. The Region of Peel Official Plan guides growth and development in Peel Region by, among other things, interpreting and applying the intent of Provincial policies within a regional context, and providing a regional strategic framework for the more specific objectives and land use policies of the municipalities situated within Peel Region. The Region of Peel Official Plan has not yet been updated to conform to the PPS, 2020 and the Growth Plan, 2019.

The Region of Peel Official Plan (ROP) is a long-term planning document used to assist the Region in managing growth and development. The ROP was adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing (MMAH) on October 22, 1996. The current version of the ROP has been consolidated, dated December 2018. The Region is presently undergoing a ROP Review (Peel 2041) to bring its ROP policies into conformity with provincial policy requirements.

5.3.1 RURAL SERVICE CENTRES

The ROP establishes three Rural Service Centres, which are to serve as the primary areas for growth within the Peel Region Rural System. Bolton, the location of the subject site, is one of the three designated Rural Service Centres (Figure 6).

Section 5.4.3 states:

“The Rural Service Centres in the Rural System designated in this Plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three Rural Service Centres serve as the primary foci for growth within the Rural System. The settlement area boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres are designated in this Plan as shown on Schedule D, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region.”

The ROP directs the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, and to consider Mayfield West, Caledon East and Bolton to be the only three Rural Service Centres in the Town of Caledon (s. 5.4.3.2.4 - 5.4.3.2.6, also 5.4.2.2. and 5.4.3.6). The settlement area boundaries for each are shown in Figure 6.

Section 5.4.3 further specifies that “the Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer services” and that “opportunities for a wide range and mix of land uses and activities will be provided within the three Rural Service Centres”. Section 5.4.3.1.2 clarifies that the objectives of ROP include “to preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East”.

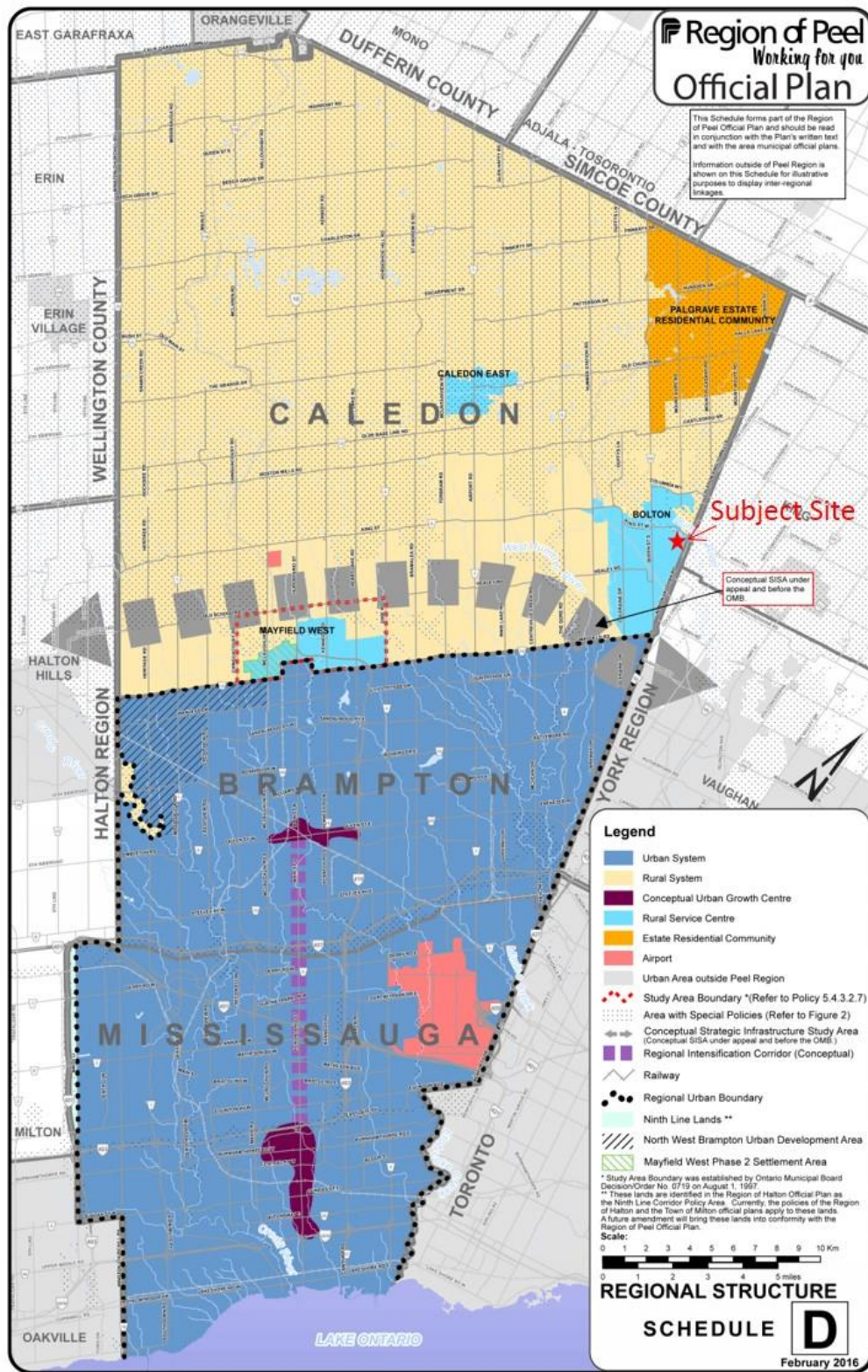


Figure 6: Region of Peel Official Plan Schedule D – Regional Structure

5.3.2 GROWTH MANAGEMENT

Section 5.5 of the ROP prescribes growth management objectives and policies. General growth management objectives are outlined in Section 5.5.1 and include:

5.5.1.1 “To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.”

5.5.1.4: “To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.”

5.5.1.5: “To optimize the use of the existing and planned infrastructure and services.”

5.5.1.6: “To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs”.

General growth management policies are outlined in Section 5.5.2 and include:

“It is the policy of Regional Council to:

5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.

5.5.2.4 Prohibit the establishment of new settlement areas.”

Section 5.3.2.4 further states that policies of Regional Council include requiring “development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.”

5.3.3 INTENSIFICATION

Following the general growth management objectives and policies contained in Section 5.5.1 and Section 5.5.2 above, Section 5.5.3 of the ROP articulates objectives and policies related to intensification in particular and asserts that “this Plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan” (Section 5.5.3). Related objectives include:

5.5.3.1.1: “To achieve compact and efficient urban forms.”

5.5.3.1.3: “To revitalize and/or enhance developed areas.”

5.5.3.1.4: “To intensify development on underutilized lands”.

5.5.3.1.6: “To optimize all intensification opportunities across the Region.”

5.5.3.1.8: “To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”

Consistent with the above, Section 5.5.3.1 asserts that it is the policy of Regional Council to, among other things, “facilitate and promote intensification” (Section. 5.5.3.2.2). Section 5.5.3.2.5 further requires:

“[...] that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region’s residential development occurring annually will be within the built-up area.”

Section 5.5.3.2.3 clarifies that it is the Policy of Regional Council to “accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.”

Section 5.5.3.2.5 goes on to identify the following intensification units within the Region of Peel:

“To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;

Town of Caledon: 1,500 units; and

City of Mississauga: 52,000 units.”

Section 5.8.2.3 indicates that it is the policy of Regional Council to “encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.”

In keeping with the above, Section 5.8.2.6 adds that it is also the policy of Regional Council to “collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.”

This is supported by Section 5.8.3.2.3, which encourages area municipalities to “develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking” and Section 5.8.3.2.6 which encourages and supports the area municipal official plans to “permit secondary suites in new and existing residential development, redevelopment and intensification while ensuring compliance with provincial legislation, plans and municipal standards”.

5.3.4 NATURAL HERITAGE

Chapter 2 of the ROP addresses natural heritage resources and emphasizes “the joint efforts with the area municipalities, conservation authorities and other agencies that are required to protect the natural systems in Peel, restore poorly functioning ecosystems, and promote clean air, water and land” (Section 2.1.1). Accordingly, Section 2.1.3.2 asserts that policies of Regional Council include to “protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies”.

5.3.5 SUMMARY

It is our opinion that the proposed development is consistent with the objectives and policies of the ROP. The proposed development is situated within Bolton, which is one of the three Rural Service Centres designated in the ROP as a focus for growth in the Region of Peel. The subject site is further located within the built boundary and therefore makes use of the existing land supply. The proposed development helps optimize the use of the existing land supply through development and intensification. In this way, the proposed development supports achievement of the intensification target established for the Town of Caledon and supports Regional Council policies to promote more compact forms of development. The proposed development further supports the policies of Regional Council with respect to the protection of natural heritage, including in cooperation with the conservation authority. For example, the subject site contains and lies adjacent to a significant valley corridor (the Humber River Corridor), no development is proposed on the natural heritage feature or its associated 10-metre buffer. In addition, the valley corridor and associated buffer will be placed into public ownership and dedicated to the TRCA.

5.4 TOWN OF CALEDON OFFICIAL PLAN (OFFICE CONSOLIDATION, 2018)

The subject site is located within the Town of Caledon, which is located within the Region of Peel. The Town of Caledon Official Plan guides future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon. It provides the detailed local basis upon which the Town and the Region will provide services within the municipality; provides a basis for preparing zoning and other by-laws which will implement the land use policies of the Plan. The Town of Caledon Official Plan has not been updated to conform to the PPS, 2020, and also has not been updated to reflect the growth projections contained in the 2019 Growth Plan, which are to the year 2041.

5.4.1 RURAL SERVICE CENTRES

The Town of Caledon Town Structure is depicted in Schedule A1 of the Town of Caledon Official Plan, as shown below (Figure 7). Bolton, the location of the subject site, is designated a Rural Service Centre.

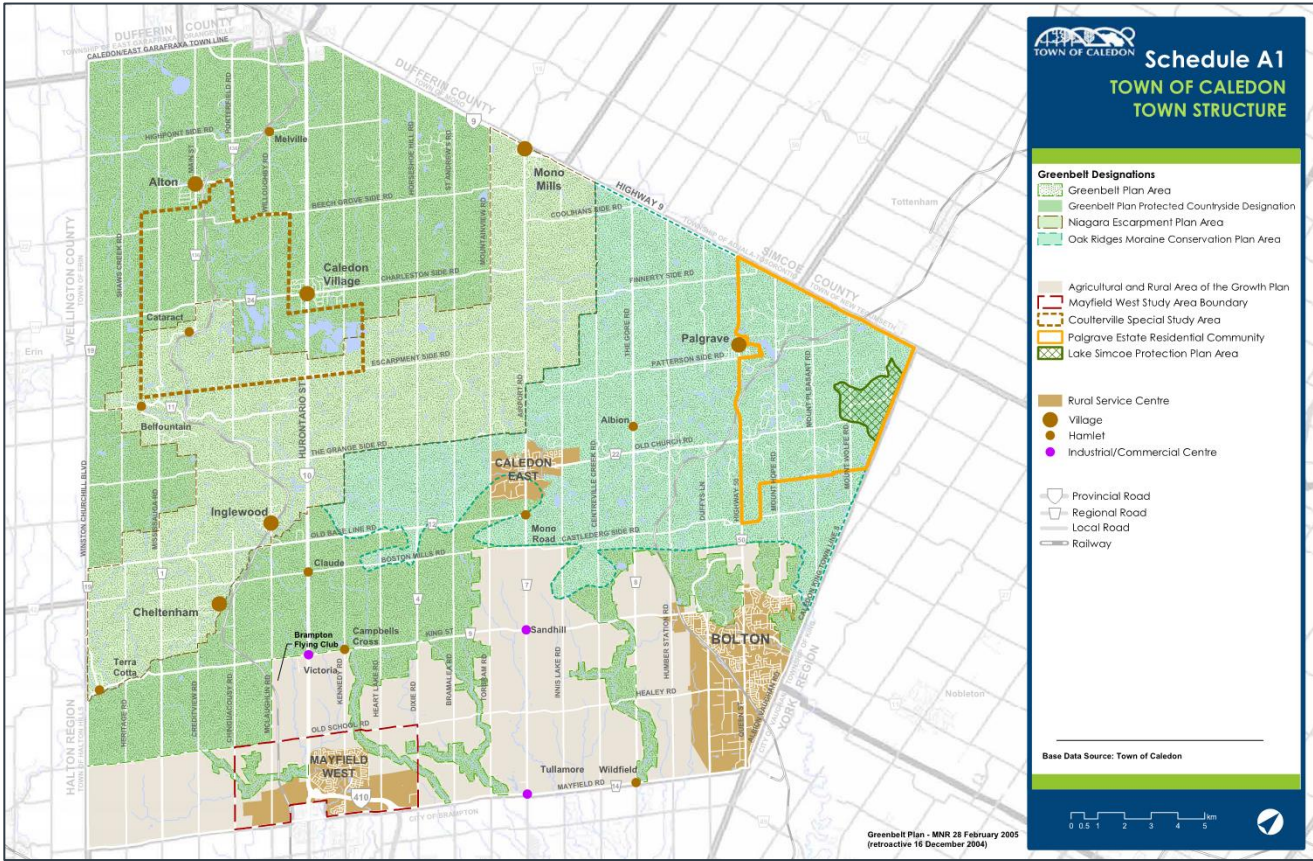


Figure 7: Town of Caledon Official Plan Schedule A1 – Town Structure

Section 5.10.4.1 of the Town of Caledon Official Plan provides the following introduction related to the Rural Service Centres:

“Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres

will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town.

Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services. A wide range of commercial, employment, recreational, institutional, and other uses and community services will be developed and permitted in these settlements to serve both the needs of residents within the settlement, and to residents in other areas of the Town.

The Rural Service Centres are Mayfield West, Bolton, and Caledon East.”

Section 5.10.4.5.1 adds context with respect to Bolton’s role as a Rural Service Centre:

“Bolton has been designated a Rural Service Centre in recognition of its traditional role in servicing the surrounding rural area and smaller settlements, in addition to providing for additional new opportunities relating to service provision, housing mix and employment opportunities in the east part of the Town.

Given the higher range of goods, services, and infrastructure currently provided within Bolton, the Plan establishes a development pattern which reflects a rounding out of the Settlement and reinforces the role and function Bolton will continue to play within the Strategic Direction identified in this Plan.”

The above designation is reflected in the population projections and allocations expressed in the Town of Caledon Official Plan. For example, Table 2 below shows that Rural Service Centres will account for over 96% of population growth in the Town of Caledon between 2021 and 2031:

Table 2: Town of Caledon Official Plan Table 4.2 – Population Allocations by Settlement Category or Land Use Area

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
Total	87,001	108,000

Table 3 below shows that South Albion-Bolton Rural Service Centre in particular will account for approximately 58% of total Rural Service Centre population growth between 2021 and 2031, equivalent to about 56% of the growth in the Town of Caledon as a whole over the same period.

Table 3: Town of Caledon Official Plan Table 4.3 – Population Allocations – Rural Service Centres

Population Allocations	2021 Population	2031 Population
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West ⁽¹⁾	18,179	26,744
Total	54,825	75,054

Section 2.2.2 reinforces the above by noting that the strategic direction established in the Town of Caledon Official Plan is based on principles which include that “a hierarchy of settlement areas will be maintained as the focus for future growth, and growth will be managed so that the majority of new residential and employment development will be concentrated in the Rural Service Centre settlements of Mayfield West, Bolton and Caledon East.”

The principles further include a “hierarchy of roads and a road pattern” established by the Town that “complements the proposed settlement pattern and which minimizes the impact of traffic on sensitive environmental areas, heritage features and human settlement, while at the same time providing for the convenient movement of residents and the movement of through traffic traversing the Town”.

Related considerations are expressed as goals in Section 2.2.3 of the Town of Caledon Official Plan, including:

- To establish a settlement structure that enhances the existing model of a community of communities, establishes a hierarchy of settlements that optimizes orderly development and convenient access to services for residents, protects and stewards ecosystems, focuses growth away from sensitive cultural resources and supports municipal fiscal sustainability;
- To achieve a mix and range of housing that responds to the needs of the community; and
- To strengthen the local economy and tax base.

5.4.2 ECOSYSTEM PLANNING AND MANAGEMENT

The Town of Caledon Official Plan also articulates goal related to ecosystem planning and management. These include Ecosystem Integrity Objectives such as to “protect, maintain, and, as appropriate, enhance and restore ecosystem functions and processes vital to the integrity of communities (both natural and cultural)” (Section 3.2.2.1.1), as well as Ecosystem Planning Objectives such as to “ensure that the Town's ecosystem principle, goal and objectives form a primary basis for all land use planning decisions within the Town of Caledon” (Section 3.2.2.2.1).

Key policies include Policy 3.2.4.4, which requires that “Natural Core Areas and Natural Corridors shall be designated Environmental Policy Area (EPA), and development within and adjacent to EPA shall be subject to the general policies of Section 3.2.4, the performance measures of Section 3.2.5, and the detailed land use policies of Section 5.7, and, within the ORMCPA [Oak Ridges Moraine Conservation Plan Area], the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13”.

5.4.3 INTENSIFICATION

Section 4.2.1.2.1 includes the following intensification objective of the Town of Caledon Official Plan:

“To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments through intensification.”

Accordingly, Policy 4.2.1.3.1 provides the following intensification policy that applies within the Town of Caledon:

“Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers to intensification, where consistent with Section 3 of the Provincial Policy Statement” (Figure 8).

Section 4.2.1.1 specifies that intensification potential is greatest within the Bolton Rural Service Centre:

“Opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre and, to some degree in the rural settlements identified as undelineated built-up area.”

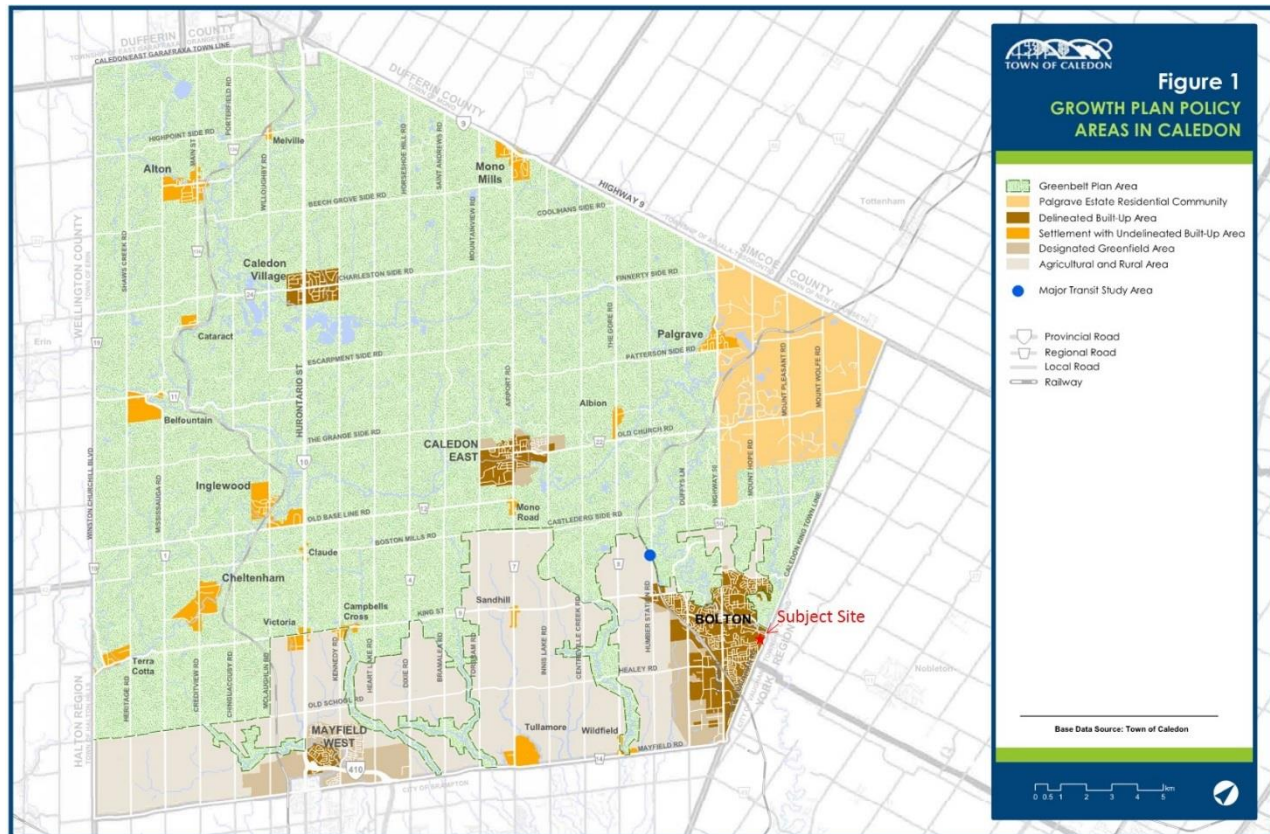


Figure 8: Town of Caledon Official Plan Figure 1 – Growth Plan Policy Areas in Caledon

5.4.4 HOUSING AND SETTLEMENTS

Section 3.5 of the Town of Caledon Official Plan contains policies related to housing; policies related to settlements are contained in Section 5.10. Section 3.5.1 indicates that the Town “recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population”. Policy 3.5.3.1 requires that “the majority of new housing shall be located in settlements where full water, sewer, and community support services can be provided in an effective and efficient manner”.

The Town of Caledon recognizes secondary suites (also known as “Apartments-in-Houses”) will assist in meeting the needs of the Town’s current and future residents. Policy 3.5.3.10.1(a) permits secondary suites to be located within a detached house located within the Rural Service Centre of Bolton.

This Policy is echoed in Policy 4.2.1.3.3, which states that “Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods and the rural area such as Apartments in-Houses, coach houses (apartments above garages), and duplexes in accordance with Section 5.10.3.14 of this Plan”. Policy 4.2.1.3.4 adds that “to 2031, the minimum amount of residential development allocated within the built-up area shall be 1,500 units”.

Policy 5.10.3.10 prescribes that “the land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns,

densities, road systems, parks and open space system, and streetscape(s) of the community”. Moreover, Policy 5.10.3.14 establishes that “residential intensification will generally be permitted in settlements where:

- a) The subject site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community;
- b) The existing and planned services in the community can support the additional households; and,
- c) The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.

Policy 5.10.4.5.2.8 establishes context for residential developments proposed in Bolton and elsewhere: it indicates that such developments, including residential intensification, will be considered in the context of Policies 5.10.3.27.8 a) and b), which state:

5.10.3.27.8 Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:

- a) Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites, Environmental Policy Area, and Open Space Policy Area:

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

[...]

- b) The following locational criteria will be applied to low, medium and high density housing development:

i) Low Density Housing:

- generally located in the interior of neighbourhoods away from arterial roads;
- adequately serviced by neighbourhood parks;
- accessible to community facilities such as schools and recreational facilities.

ii) Medium Density Housing:

- generally located on or in close proximity to collectors and arterial roads;
- used as a transition between low density and higher density areas;
- located close to or adjacent to parks, schools, open spaces, and commercial facilities.

iii) High Density Housing:

- located either on or in close proximity to arterial or collector roads;
- located closer to commercial/institutional uses than lower density housing;
- located close to or adjacent to parks and open spaces.

Section 4.2 of the Town of Caledon Official Plan highlights the role of the Region and Town in supporting growth management policies and targets and of the importance of the Rural Service Centres in this regard, including Bolton. For example:

4.2.1.1: “The Region of Peel has included mapping of the built-up area, the undelineated built-up area and the designated Greenfield Area in its Official Plan and established Regional intensification targets. The Regional Plan requires the area municipalities to address the Growth Plan policies and targets in their growth management and phasing strategies.

Caledon is specifically directed to include policies for the Rural Service Centres addressing the Regional Greenfield density and intensification targets. [...]

Caledon, as a mainly rural municipality, has a limited potential for intensification within the built-up area defined by the Province. Opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre and, to some degree in the rural settlements identified as undelineated built-up area. [...]

Caledon will make an appropriate contribution to the achievement of the Regional intensification targets based on the opportunities identified in the Caledon Intensification Strategy”.

Policy 5.10.3.27.5 requires that “Policy Areas shall be subject to an amendment prior to the Policy Area Lands being released for development”. Policy 5.10.3.27.7 identifies various studies/assessments required in support of residential development proposals in Town of Caledon Policy Areas. It indicates that the studies/assessments will “also be utilized to formulate the appropriate form of development within the Policy Area, to ensure an integrated well planned development at the plan of subdivision/condominium approval stage”:

5.10.3.27.7: “In accordance with the requirements specific to each Policy Area, as detailed in Section 5.10.4, prior to the Town considering an amendment for the release of Policy Areas for development, either a Secondary Plan shall be prepared or the following studies/assessments will be completed in support of the proposal:

- a) An engineering study to address servicing, stormwater management, and, as appropriate, hydrogeology and geotechnical issues;
- b) A transportation study;
- c) A residential housing distribution assessment including mix and types, or; industrial/commercial distribution assessment, including mix and types (as appropriate);
- d) An environmental study and, as appropriate, a heritage resource study;
- e) An assessment of the impact of development on community services, and the Town’s employment and housing objectives and policies;
- f) A fiscal study to address the financial impact of development on the Town; and,
- g) A community design assessment that addresses, for example, community linkage opportunities and streetscape design”.

Policy 5.10.3.27.4 relates to the general policies for the Phasing of development in Policy Areas. The policy states that the release of lands for development shall be phased within individual settlements in accordance with the following:

- a) The population allocations for the settlement;
- b) The progress towards achieving the employment forecasts for the Town;
- c) The orderly development of the Policy Areas in a manner that optimizes efficient provision of services and avoids fragmented development;
- d) The availability of services such as water and sewer, road, fire and police protection, schools, and other community services such as recreational facilities; and,
- e) The phasing policies of Section 6.2.

Section 6.2 contains the policies for the Planning and Development Review Process, and section 6.2.1.7 specifically relates to phasing. Policy 6.2.1.7 states the following:

6.2.1.7.1: “The Town may phase the release of lands for development purposes in order to:

- a) Optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;
- b) Safeguard and enhance the financial health of the municipality; and
- c) Avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such services.”

6.2.1.7.2: “Criteria have been established for collective use as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given priority with respect to all stages of the development approval process, including Official Plan amendments, Secondary Plan or Community Plan studies, and subdivision and rezoning applications. Development proposals most in compliance with the following criteria will be favoured:

- a) Financial
Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;
- b) Support to Existing Infrastructure
Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;
- c) Piped Sewer and Water Services
The availability and efficiency of piped services from a Town and Region perspective;
- d) Transportation Services
The ready and economical provisions of roadway facilities;
- e) Parkland and Community Services
The satisfaction of Town and Regional requirements for parkland or community services;
- f) Consistency with Housing Needs
Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;
- g) Environmental Concerns
The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;
- h) School Related Concerns
Maintaining or helping to achieve acceptable levels of school facilities;
- i) Agricultural Concerns
Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;
- j) Consistency with Official Plan Policies
Consistency with Official Plan policy, other than the preceding criteria; and
- k) Application Date

Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.”

5.4.5 ENVIRONMENTAL POLICY AREA

Section 5.7 of the Town of Caledon Official Plan establishes policies with respect to areas designated Environmental Policy Area (EPA). Policy 5.7.3.1.1 prescribes that “new development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2”.

Policy 5.7.3.1.2 indicates that uses permitted in EPA shall be limited to “legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure”.

Policy 5.7.3.7 requires that “proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies”.

Policy 5.7.3.1.4 provides that “as more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies”.

5.4.6 BOLTON SOUTH HILL SECONDARY PLAN

The subject site is in an area designated by the Town of Caledon Official Plan as belonging to the Bolton South Hill Secondary Plan. The goals of the Bolton South Hill Secondary Plan are described in section 7.2.2 of the Town of Caledon Official Plan:

“Goals

- a) To create an area that provides for the convenience, efficiency, safety and well-being of the present and future residents in the Bolton South Hill Area. To ensure that plans of subdivision and development proposals are compatible with adjacent land uses.
- b) To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long range transportation plans for the Bolton Settlement Area.
- c) To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area.
- d) To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low density community.”

The subject site is designated Special Residential within the Bolton South Hill Secondary Plan (Figure 9). Section 5.10.3.21 indicates that a “Special Residential designation may be used to recognize certain existing residential areas within or immediately adjacent to settlements that are subject to site-specific policy provisions”. Section 5.10.4.5.12.1 outlines requirements for the development of lands that are designated Special Residential in Bolton:

“Special Residential Areas on Schedule C may be considered for redevelopment by an Amendment to this Plan, subject to the preparation of a Secondary Plan, or additional studies to address servicing, appropriate uses and their demand, transportation issues, and other areas Council may request.”

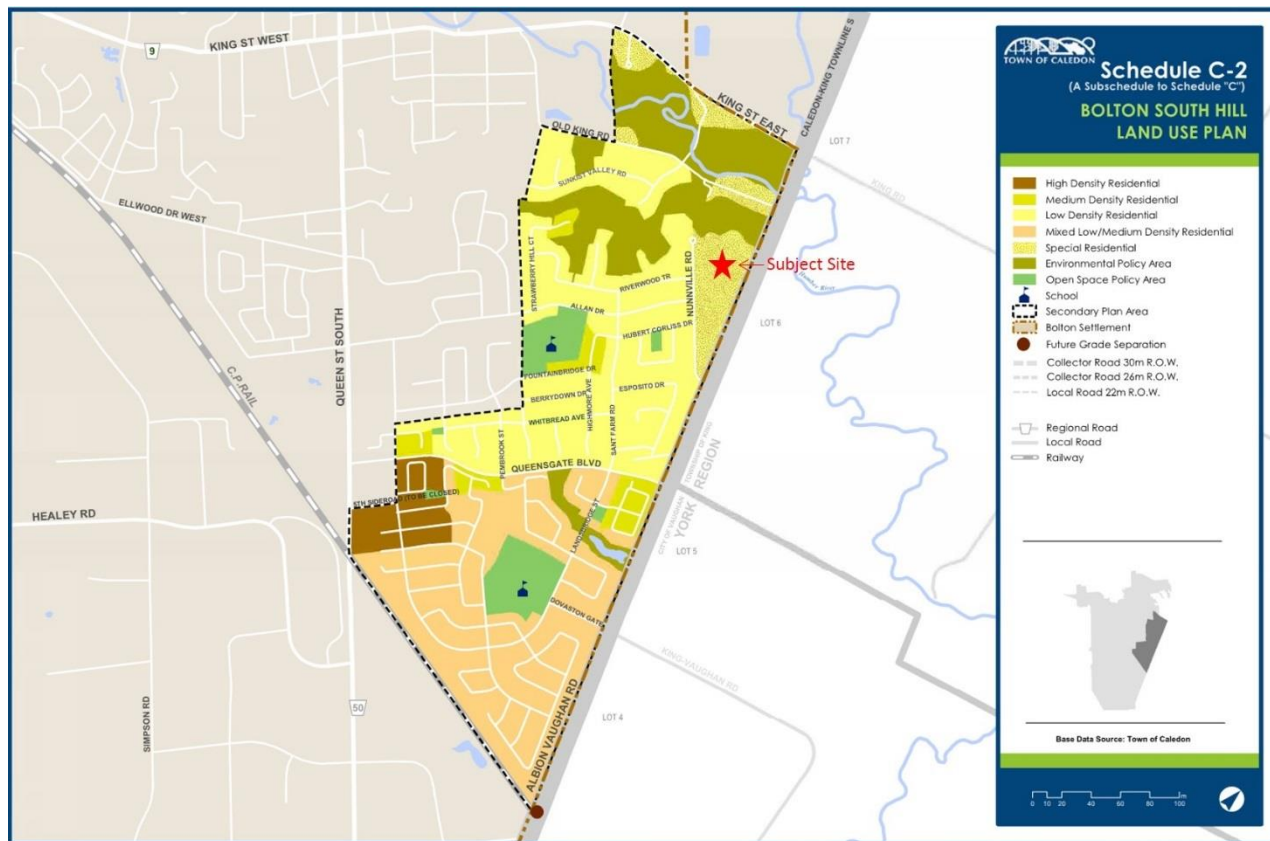


Figure 9: Town of Caledon Official Plan Schedule C-2 – Bolton South Hill Land Use Plan

5.4.7 SUMMARY

An OPA is required to re-designate the subject site from Special Residential to Low Density Residential to permit low density residential uses. The OPA does not propose to change the “Environmental Policy Area” designation that exists on the subject site. The OPA is required to implement the proposed development.

It is our opinion that the proposed development is consistent with the objectives and policies of the Town of Caledon Official Plan. The subject site is located within one of Caledon’s three Rural Service Centres, which are designated as the primary areas for growth in the Town of Caledon. Moreover, the subject site is located in the Bolton Rural Service Centre, which is to account for the largest share of total Rural Service Centre population growth between 2021 and 2031. The proposed development will help the Town of Caledon achieve the population targets outlined in Table 4.3 of the Official Plan.

The proposed development is consistent with the Town’s ecosystem planning and management general policies. There are designated EPA lands within the subject site that are not proposed to be re-designated or developed. Required environmental studies, such as an EIS, have been completed to identify appropriate mitigation measures to protect and enhance the existing valley corridor. A 10-metre buffer from the EPA lands has also been implemented to protect the valley corridor. Both the valley corridor and associated buffer have been dedicated to the TRCA.

The proposed development is consistent with the housing policies contained in Section 3.5 of the Official Plan. It will help provide a range and mix of housing types that utilize existing infrastructure and public facilities. It will meet needs of a variety of residents through the provision of different lot sizes that can accommodate secondary suites in the future, or multi-generational households through the provision of optional accessible house designs.

The proposed development represents an intensification of the existing site, consistent with Town of Caledon policy which encourages intensification within the built-up area. The proposed development is also consistent with Town of Caledon policy which recognizes that opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre.

It is our opinion that the proposed development conforms to the requirements set out in Policy 5.10.3.27.4 for the release of lands in Policy Areas for development. The proposed development contributes to the population allocations for Rural Service Centres, where over 96% of population growth has been allocated between 2021 and 2031. It was acknowledged by the Town of Caledon in the Public Meeting Information Report, dated November 19, 2019, that the proposed development will assist the Town in meeting its intensification targets. It was also acknowledged that there is currently population available in the Official Plan's population allocations for the South Albion-Bolton Rural Service Centre for the number of units proposed.

The development is proposed as one phase with no future expansion proposed to adjacent lands, and it is located on an underutilized parcel of land between two established residential areas. The proposed development pattern precludes opportunities for future linkages to adjacent lands as it would not be efficient use of land. There is a single property towards the northwest of the subject site which is not sufficient in size to justify proposing a roadway access. It is understood that the property to the south has no intention of redeveloping in the near future. Proposing a roadway access towards the south would restrict the layout of any development that is to be proposed there in the future. Furthermore, there is sufficient frontage on Nunnville Road towards the south to adequately accommodate any future roadway connections that may be required. Therefore, the proposed development contributes to the orderly development of the Policy Areas and avoids fragmented development.

The Functional Servicing and Preliminary Stormwater Management Report, completed by Crozier, dated, January 2020, indicates that the subject site can be adequately serviced by municipal water, sanitary, and stormwater systems. The Region of Peel, in the Public Meeting Information Report, confirmed there is water capacity and sanitary sewer capacity to service the proposed development. There is also existing vehicular access into the subject site from Nunnville Road.

The Housing, Employment and Community Services (HECS) Study, completed by WSP, dated August 2019, concludes that the projected residents generated through the redevelopment of the subject site would have a limited impact on the current community services and facilities in the surrounding area and support the efficient use of these services and facilities. Further, the proposed development will contribute to the growth-related community services and facilities through development charges and/or the new community benefit charge. As such, the proposed development optimizes the efficient provision of a variety of services.

The proposed development should be given priority with respect to all stages of the development approval process, as per Policy 6.2.1.7.2, based on the following reasons.

- A Fiscal Impact Study was completed in July 2019, and revised in May 2020, by Atlas Group Economic Consulting, which concluded the annual revenues and costs generated by the development at buildout will produce an annual net fiscal benefit for the Town of approximately \$14,380, or roughly \$135.28 per capita;
- As discussed previously, the subject site is currently underutilized with two existing dwellings and the proposed development will assist the Town in meeting its intensification targets;
- There is water capacity and sanitary sewer capacity to service the proposed development;
- There is existing vehicular access into the subject site from Nunnville Road. A Traffic Impact Study conducted by Crozier & Associates Inc., dated January 2020, concluded that the proposed development will have a minimal impact on the existing road system. An increase in traffic volume can be accommodated without signalization of the Albion Vaughan Road / Nunnville Road intersection;
- The Town of Caledon confirmed in comments, dated December 9, 2019, that the owner shall pay the Town cash-in-lieu of parkland dedication for the portion of parkland that is under dedicated from the required parkland for the subdivision;
- The proposed development supports the provisions of a housing supply consistent with market demand and the needs of those who live or work within the Town. The different lot sizes will help to develop a diverse mix of

housing that accommodates a variety of residents, such as first-time homeowners through the availability of smaller units or multi-generational households with the option of the larger units;

- The natural heritage woodlot located on the subject site and 10-metre wide buffer will be dedicated to the TRCA. The TRCA is also satisfied with the mitigation measures proposed in the Environmental Impact Study completed by GeoProcess Research Associates Inc., dated August 2019, to avoid impacts with these natural heritage features;
- Letters received from the Dufferin-Peel Catholic District School Board, dated August 29, 2019, and Peel District School Board, dated September 4, 2019, confirmed the schools located within the proposed development's catchment area currently have capacity to accommodate the anticipated student yield;
- The subject site is not designated as agricultural lands and therefore the proposed development will not have any impact on undeveloped agricultural lands; and,
- The proposed development is consistent with Official Plan policy. The proposed development is consistent with the goals of the Bolton South Hill Area Secondary Plan, including its compatibility with adjacent (and existing) land uses and its contribution to providing housing opportunities within the context of a low-density community. The proposed development avoids development within areas designated EPA. The proposed development is supported by the various technical studies requested by Town of Caledon Staff pursuant to Policy 5.10.3.27.7 of the Town of Caledon Official Plan.

5.5 TOWN OF CALEDON ZONING BY-LAW, 2006-50

The Town of Caledon Zoning By-law provides detailed regulations which implement the policies of the Town of Caledon Official Plan. The Zoning By-Law zones the majority of the subject site as Estate Residential ("RE-13") as seen in the figure below (Figure 10). The Estate Residential-13 zone permits detached dwellings, private home daycares, home occupations and accessory apartments. A portion of the subject site is zoned Environmental Policy Area ("EPA1"). This zone permits Environmental Management, Forest Management, Existing farms and non-intensive recreation uses.

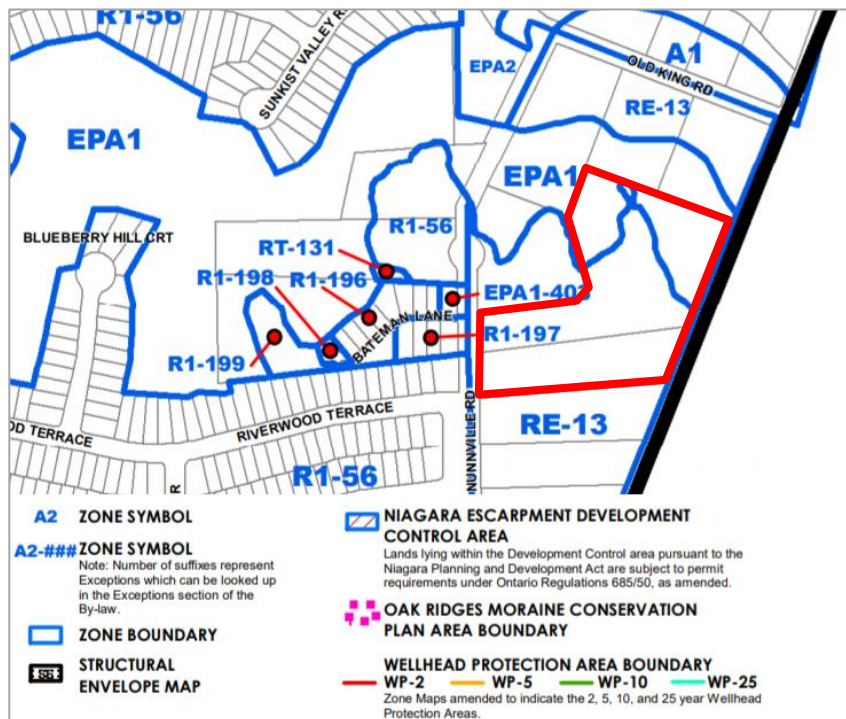


Figure 10: Town of Caledon Zoning By-Law – Zone Map 1c

The proposed ZBLA requests to re-zone a portion of the subject site from Estate Residential-13 (RE-13) and Environmental Policy Area 1 (EPA1) to Residential One (R1-XX) and Environmental Policy Area 1 (EPA1) (see Appendix B). Single detached dwellings are listed as a permitted use in the R1 Zone. Table 4 outlines the proposed R1 Zone against the proposed Residential One Exception (R1-XX) Zone. Appendix D includes illustrations of the requested zoning amendments on Lot 1 and Lot 29 of the proposed development.

Table 4: Town of Caledon Zoning By-Law, 2006-50 – Section 6: Residential Zone Provisions

	R1 (Proposed)	R1-XX (Proposed)
Zoning Provision	Requirement	Compliance (Yes or No)
Permitted Uses	Dwelling, Detached	Yes - Dwelling, Detached
Lot Areas (Minima):	650m ²	No - 300m² Zoning By-Law Amendment Requested
Lot Frontages (Minima):	-	-
Corner Lot	18m	No - 12.2m Zoning By-Law Amendment Requested
Other Lots	15m	No - 9.1m Zoning By-Law Amendment Requested
Building Area (Maximum)	25%	No – 52% Zoning By-Law Amendment Requested
Backyard Amenity Area (Minima)	56m ²	Yes - 56m ²
Front Yard (Minima)	9m	
Front wall of attached private garage	-	6m
Front wall of main building	-	4.5m
To porch	-	3m
To steps	-	2m
To steps where a sidewalk is located	-	2m
Exterior Side Yard (Minimum)	6m	No

	R1 (Proposed)	R1-XX (Proposed)
Zoning Provision	Requirement	Compliance (Yes or No)
		<p>(a) For all other exterior side yards 4.3m</p> <p>(b) Lot 7 (minimum) 3.5m</p> <p>(c) Unenclosed porch, verandah, deck, or balcony 2.5m</p> <p>(d) Unenclosed porch, verandah, deck, or balcony for Lot 7..... 1.8m</p> <p>Zoning By-Law Amendment Requested</p>
Rear Yard (Minimum)	7.5m	<p>No - 7 m</p> <p>Zoning By-Law Amendment Requested</p>
Interior Side Yards (Minima)		
Main building with attached private garage or attached carport.	1.5m	<p>No -</p> <p>(a) Main building on driveway side 0.6m</p> <p>(b) Main building on other side 1.2m</p> <p>Zoning By-Law Amendment Requested</p>
Building Heights (Maxima)	10.5m	Yes – 10.5m
Landscape Area (Minimum)	30%	Yes – 30%
Driveway Setbacks (Minima)	0.5m	Yes – 0.5m
Use of Interior Side Yard	-	Notwithstanding any other provision of this by-law, no <i>building</i> or <i>structure</i> or part thereof and no chimney, pilaster or similar ornamental <i>structure</i> or part thereof and no patio or <i>porch</i> or part thereof and no machinery or equipment or part thereof and no fence, sidewalk or walkway or part thereof shall be located in any part of any <i>interior side yard</i> that is subject to a registered storm water drainage easement.
Section 3 - Definitions		
Lot Frontage	Means the horizontal distance between the 2 lot lines which	Notwithstanding the definition of <i>Lot Frontage</i> the <i>lot frontage</i> will be measured at the horizontal distance between the 2 lot

	R1 (Proposed)	R1-XX (Proposed)
Zoning Provision	Requirement	Compliance (Yes or No)
	intersect the <i>front lot line</i> of a lot, such distance being measured along a line which is parallel to the <i>front lot line</i> and distant from the <i>front lot line</i> a distance equal to the minimum front yard required herein for the specified use in the zone where such lot is located.	lines which intersect the <i>front lot line</i> of a lot, such distance being measured along a line which is parallel to the <i>front lot line</i> and distant from the <i>front lot line</i> a distance of 6.0m required herein for the specified use in the zone where such lot is located.
Section 4 – General Provisions		
Section 4.2 – Accessory Uses	-	<i>Accessory Buildings shall not be permitted in any front or exterior side yard.</i>
Section 4.3.3 – Entrance Setback	The minimum <i>entrance setback</i> shall be 9 metres.	The minimum <i>entrance setback</i> shall be 4 metres.
Section 4.4 – Air Conditioners and Heat Pumps	Air Conditioners and Heat Pumps shall be permitted in either a <i>rear</i> or <i>interior side yard</i> provided they are located no closer than 0.6 metres from any <i>lot line</i> or in any <i>exterior side yard</i> provided the minimum <i>exterior side yard</i> requirement is met.	For the purpose of this zone, no air conditioner or heat pump is permitted in the <i>front yard, interior side yard or exterior side yard.</i>
Section 4.34.1 – Sight Triangles	The distance from the point of intersection of the <i>street lines</i> and forming the <i>sight triangle</i> shall be 9 metres, except where one of the <i>street lines</i> is a Regional Road, where the distance shall be 15 metres	The distance from the point of intersection of the <i>street lines</i> and forming the <i>sight triangle</i> shall be 5 metres, except where one of the <i>street lines</i> is a Regional Road, where the distance shall be 15 metres.
Section 5 – Parking, Loading and Delivery		
Section 5.2.15 – Width of Driveways Accessing Individual Residential dwellings	In no case shall the width of an individual driveway accessing a single detached, semidetached, linked or townhouse dwelling exceed the following at its widest point: - for detached dwellings, a maximum of 6.0 metres for lots having a lot frontage of 12.0metres or less and for lots with over 12.0 metres of frontage, up to 50% of the lot	Driveway Width (maximum) For lot frontage of 9.1m 5.5m

	R1 (Proposed)	R1-XX (Proposed)
Zoning Provision	Requirement	Compliance (Yes or No)
	frontage to a maximum of 8.5 metres, whichever is less.	

In addition to requiring amendments to the proposed R1 Zone, the proposed development requires a site-specific amendment to Section 4.25 Permitted Encroachments, Table 4.2 of the Zoning By-law. Table 5 outlines the proposed amendment to Table 4.2 of the Zoning By-law.

Table 5: Town of Caledon Zoning By-Law, 2006-50 – Section 4.25 Permitted Encroachments

Proposed Ornamental Structure	Proposed Maximum Distance of Encroachment
a) Bay, Box, Bow Windows with or without Foundations	1.0 m into a required <i>front, exterior side</i> or <i>rear yard</i>
b) Deck ≥ 0.75 m in Height	3.0 m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .
c) Chimneys or Vents	0.6 m into any required <i>yard</i> , provided that a minimum <i>setback</i> of 0.6 m is maintained to the <i>lot line</i>
d) Eaves, Stills, Cornices, Parapets, or other similar Ornamental Architectural Features	0.45 m extending from: <ul style="list-style-type: none"> i) a <i>main building</i> wall; ii) a bay, box or bow window; or iii) a covered or uncovered <i>porch or balcony</i>, into a required <i>yard</i>, provided that: <ul style="list-style-type: none"> a. A minimum <i>setback</i> of 0.6 m is maintained to a <i>lot line</i>; and b. In the case of eaves, a minimum <i>setback</i> of 0.2 m is maintained to an <i>interior side lot line</i> or <i>rear lot line</i>

5.5.1 SUMMARY

A ZBLA is required to rezone the subject site from Estate Residential-Exception (RE-13) to Residential One-Exception (R1-XX) in order to permit the proposed development of 29 single detached dwellings. The requested amendment is required to intensify the existing underutilized lands. The reduction in lot area and lot frontage will allow for the intensification of the subject site which will assist the Town in meeting its intensification targets, which is in keeping with the intent of the Town's Official Plan. The proposed built form is compatible with the residential development on Bateman Lane and Riverwood Terrace, areas adjacent to the subject site.

The increased lot coverage will allow for the provision of a diverse mix of housing that can accommodate the needs of variety of residents, such as multi-generational households with the option of the larger units and accessible floor plans. This is consistent with Provincial policies by providing a range and mix of residential options, including housing for people with special needs. The proposed development takes advantage of the lot depth, providing increased lot coverage while still achieving amenity area requirements.

The requested reduced front yard setbacks will achieve the Town's urban design principles that encourage dwellings to be sited to maximize observation of public areas as a principle of Crime Prevention Through Environmental Design (CPTED). The requested reduced exterior and interior side yard and rear yard setbacks are also required to allow for the intensification of the subject site and provide for a range and mix of housing that meet the needs of a variety of residents.

The requested amendments that limit the locations of accessory uses, and air conditioners and heat pumps is consistent with the recommendations of the Urban Design Brief, which states they should be placed away from the public realm, where possible, in order to reduce their visibility from the street while still ensuring access to them is maintained.

The requested reduction of the entrance setback and sight triangle is sufficient as they, plus a 5-metre corner rounding, provide the necessary intersection safety. It is our opinion that the required 9-metre entrance setback and 9-metre by 9-metre sight triangle are Town-wide standards that are not appropriate for the proposed development due to it being a proposed cul-de-sac off of an existing cul-de-sac and therefore not warranting these provisions that are more applicable to busier roads or roads with higher speed limits. The proposed entrance setback, sight triangle, and corner rounding more than satisfy the Town's requirement to achieve the required sightlines at the proposed site access while still allowing for urban design principles to be achieved.

The Urban Design Brief notes that the corner lot dwellings should have architectural upgrades, such as a wraparound porch along the exterior side yard. These upgrades would be efficiently accommodated within the lot footprint with the proposed entrance setback, sight triangle, and corner rounding. In order to accommodate these architectural upgrades with a 9-metre entrance setback and 9-metre by 9-metre sight triangle the building envelope would have to be pushed back. This would result in a less efficient use of land and reduces the street presence of the corner units on Nunnville Road which is not encouraged in the Urban Design Brief.

The requested reduction of the driveway width for lots with a frontage of 9.1 metres is required to ensure sufficient landscaping is provided on the subject site to enhance and improve the public realm while still allowing enough area to satisfy parking requirements. The requested encroachment amendments will also help achieve urban design principles by creating a distinctive streetscape character, providing for better visibility of the street from within the dwelling and promoting interactive outdoor spaces. These encroachments align with the recommendations of the Urban Design Brief, as they allow for projections, such as porches and bay windows, that help to provide pedestrian-scaled streetscape interest.

6 PLANNING JUSTIFICATION

6.1 SUMMARY

The proposed development features 29 single detached residential units on the subject site. The subject site will be accessed through a proposed local street from Nunnville Road. Potable water will be provided by municipal watermain connected to the existing watermain along Nunnville Road. The subject site will also be serviced by the proposed sanitary trunk sewer on Nunnville Road and will have an independent storm sewer system. A treatment train approach will be used for stormwater quality control.

The proposed development is consistent with planning policies for the area as outlined in the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2019) and Region of Peel Official Plan (2018). The proposed development also meets the intent of the Town of Caledon Official Plan (2018) and Bolton South Hill Area Secondary Plan for the following reasons:

- The proposed development is located within a settlement area within the delineated built boundary and takes advantage of existing urban land supply. It represents an intensification of the existing site while providing for population growth that is appropriate within the context of the subject site;
- The proposed development is situated within Bolton, which is one of the three Rural Service Centres designated in the Peel Region Official Plan as a focus for growth in the Region of Peel. It is also located within one of the Town of Caledon's three Rural Service Centres, which are designated as the primary areas for growth in the Town of Caledon. In particular, the subject site is located in the Bolton Rural Service Centre, which is to account for the largest share of population growth between 2021 and 2031;
- The proposed development is consistent with Town of Caledon policy which recognizes that opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre. The proposed development is also consistent with the goals of the Bolton South Hill Area Secondary Plan, including its compatibility with adjacent (and existing) land uses and its contribution to providing housing opportunities within the context of a low-density community;
- The subject site will be developed on existing and proposed municipal services, which will have the capacity to support the proposed development. The proposed development is expected to have a negligible impact on the surrounding road network and, from a traffic operations perspective, the boundary road system can accommodate the associated increase in traffic volumes;
- The proposed development supports the objectives and principles envisioned by the Town of Caledon Comprehensive Town-Wide Design Guidelines, by using high quality materials and traditional designs that are consistent with the look and character of the surrounding neighbourhood; by minimizing the presence of garages; providing trees and street lights and a sidewalk along one side of the street to address the public realm; and by implementing LID standards where appropriate;
- The proposed development will provide opportunity to add housing stock to the area and Town as a whole, and to diversify the socio-demographic composition of the community by providing potential for, senior housing and affordable options. It will also contribute to growth-related community services and facilities including schools, childcare, and parks through development charges and/or the new community benefit charges;
- The proposed development will contribute to the Town of Caledon's development charge revenues, property tax revenues and non-tax revenues. After consideration of both revenues and expenditures such as operating costs, contributions towards capital works and other costs, the proposed development will produce an annual net fiscal benefit for the Town of Caledon; and,

- The requested ZBLA is required to meet the intent of the Official Plan, allowing for the intensification of the subject site which will assist the Town in meeting its intensification targets, and by providing a built form that helps encourage a diverse mix of housing that accommodates a variety of residents. The requested ZBLA achieves urban design principles, by promoting a built form that provides a harmonious, attractive streetscape and safe, visually animated streets.

In summary, the proposed development is consistent with the Provincial Policy Statement and the Provincial Growth Plan, conforms with the Region of Peel Official Plan, and meets the intent of the Town of Caledon Official Plan. The proposed OPA and ZBLA will implement the development objectives on the subject site. The proposed development is reflective of the growth trends anticipated in the Bolton Rural Service Centre and provides the Town of Caledon with an opportunity for intensification. The development is compatible with adjacent properties and ecological features, upholds the Town of Caledon's housing objectives by creating a diverse mix of housing type and tenure to meet the needs of current and future residents, and generates a net fiscal benefit to the Town of Caledon.

7 IMPLEMENTING DOCUMENTS

7.1 REQUIRED APPROVALS

Amendments to the Town of Caledon Official Plan (Office Consolidation, 2018) and Zoning By-law 2006-50 are required to implement the proposed development.

The proposed OPA can be found in Appendix A and seeks to re-designate the subject site from Special Residential to Low Density Residential to permit low density residential uses. The OPA does not propose to change the “Environmental Policy Area” designation that exists on the north portion of the subject site.

The accompanying ZBLA can be found in Appendix B and seeks to rezone the subject site from Estate Residential – 13 (“RE-13”) to Residential One-Exception (“R1-XX”) to facilitate the development of single-detached dwellings on lot frontages ranging from 9 metres (30 feet) to 13 metres (43 feet). The ZBLA does not propose to change the Environmental Policy Area (EPA-1) zoning that exists on the north portion of the subject site.

The Draft Plan of Subdivision can be found in Appendix C.

APPENDIX

A OFFICIAL PLAN AMENDMENT

APPENDIX A

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. BL-20XX-XXX-XXX

A By-law to adopt Amendment No. XXX to the Official Plan for the
Town of Caledon

WHEREAS the Council of the Corporation of the Town of Caledon, in accordance with the provisions of the
Planning Act, R.S.O. 1990, as amended, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. XXXX to the Official Plan for the Town of Caledon Planning
Area shall be and is hereby adopted.

**READ THREE TIMES AND FINALLY
PASSED IN OPEN COUNCIL
THIS XXXX DAY OF XXXX, 20XX.**

Allan Thompson, Mayor

Clerk

APPENDIX A

THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. **XXXX** of the Town of Caledon Official Plan.

APPENDIX A

AMENDMENT NO. XXX

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A: THE PREAMBLE

Purpose of the Amendment

The purpose of the Amendment is to modify the policies in the Town of Caledon Official Plan to redesignate the lands on subject site currently designated Special Residential Area and Environmental Policy Area to Low Density Residential and Environmental Policy Area.

Location

The lands subject to this Amendment comprise a portion of an area of 3.3 hectares (8.2 acres) and are located in Part of Broken Lot 6 and Part of Lot 7, Concession 8 (Albion); Town of Caledon; Regional Municipality of Peel. The subject lands are within the Bolton Rural Service Centre.

Basis of the Amendment

The subject lands are located within the Urban Boundary of the Bolton Rural Service Centre and the Region of Peel built boundary as defined by the Province of Ontario. The subject site is currently designated Special Residential Area and Environmental Policy area in the Bolton South Hill Land Use Plan, Schedule C-2.

The Special Residential Area designation states that the lands may be redeveloped and that the lands can be re-designated once a development application is submitted with supporting reports to justify the re-designation.

The subject lands currently contain two residential buildings. The development limits of the property have been determined through a series of on-site investigations and environmental reports, and through the collaborative efforts of the Town and the Toronto and Region Conservation Authority (TRCA).

Section 5.10.4.5.2.8 of the Town of Caledon Official Plan indicates that development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential intensification proposals, will be considered in the context of Section 5.10.3.27.8 a) and b), which identifies the net density ranges for low, medium and high-density development with corresponding housing types. Part b) establishes locational criteria for low, medium and high density housing.

APPENDIX A

The site is located within the Bolton South Hill Land Use Plan within the Bolton Rural Service Centre. The Site is accessible to neighbourhood parks and community facilities such as schools and recreational facilities.

The proposed development is consistent with the current Provincial planning policy that encourages intensification of land uses, efficient development that utilizes existing and proposed services and infrastructure, and development within the existing built-up areas with a compact form, mix and densities that allow for the efficient use of land. At the same time, the proposed development is designed to integrate and be compatible with adjacent properties, ecological features and existing and future uses.

The Amendment redesignates the subject site from Special Residential Area and Environmental Policy Area to Low Density Residential and Environmental Policy Area.

APPENDIX A

PART B - THE AMENDMENT

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No **XXX** of the Town of Caledon Official Plan.

Details of the Amendment

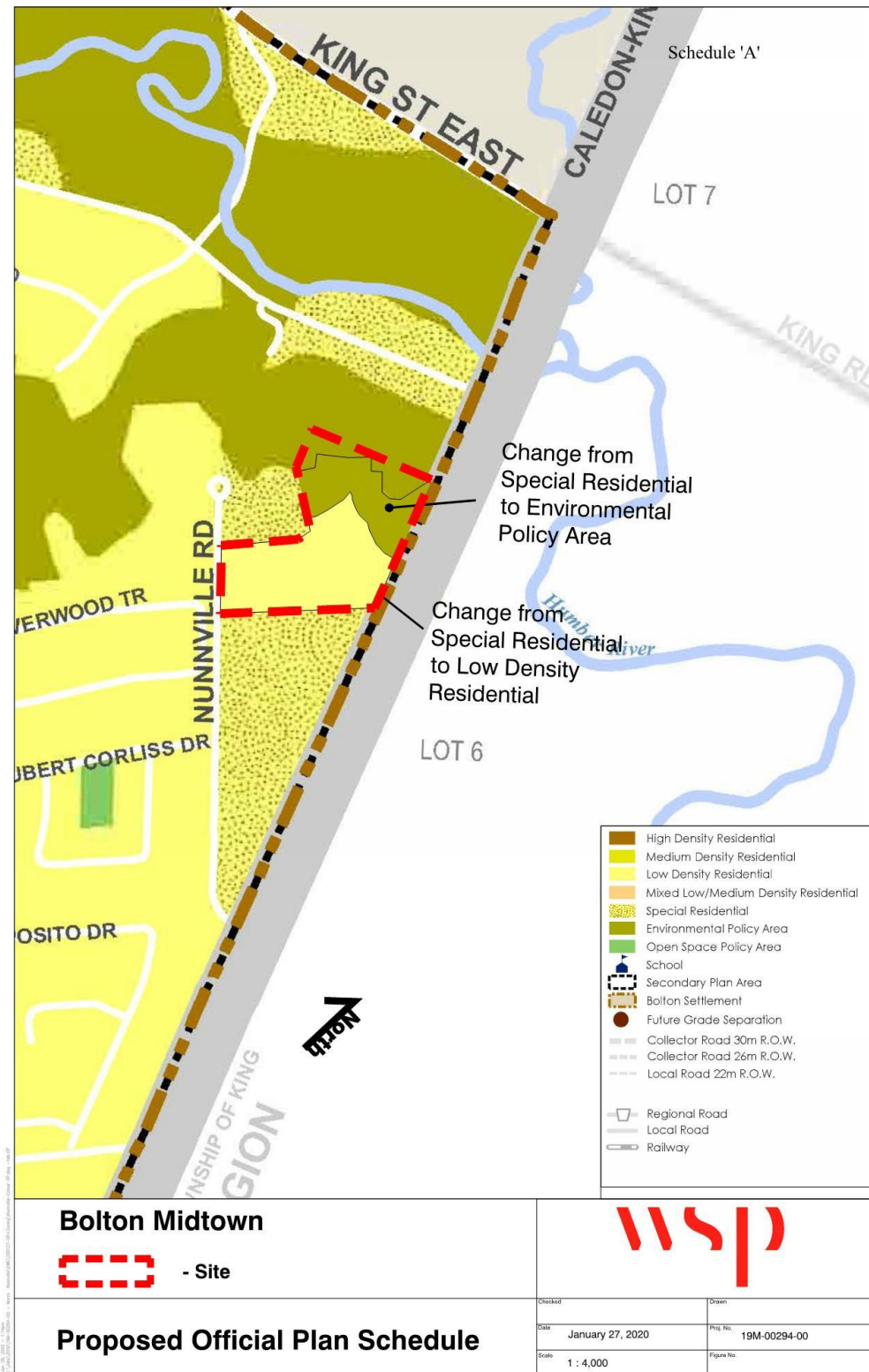
Details of the Amendment

1. The existing Official Plan Schedule C-2 Bolton South Hill Land Use Plan is amended to redesignate the amended area from Special Residential Area and Environmental Policy Area to Low Density Residential and Environmental Policy Area in accordance with Schedule 'A', attached hereto.
2. The site shall be developed through Plan of Subdivision.

Implementation and Interpretation

The implementation and interpretation of the amendment shall be in accordance with the policies of the Town of Caledon Official Plan.

APPENDIX A



Schedule 'A': Amendment No XXX of the Town of Caledon Official Plan

APPENDIX

B ZONING BY-LAW AMENDMENT

APPENDIX B

THE CORPORATION OF THE TOWN OF CALEDON BY-LAW NO. 20xx-xxx

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Broken Lot 6 and Part of Lot 7, Concession 8 (Albion); Town of Caledon; Regional Municipality of Peel, municipally known as 13233 and 13247 Nunnville Road

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-law for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law amendment to permit the development of 29 dwelling units.

NOW THEREFORE the Council of the Corporation of the Town of Caledon enacts that By-law 2006-50, as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

- The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
R1	XX	<ul style="list-style-type: none"> - Apartment Accessory - Day Care, Private Home - Dwelling, Detached - Home Occupation (1) 	<p>Lot Frontage Definition: Notwithstanding the definition of <i>Lot Frontage</i> the <i>lot frontage</i> will be measured at the horizontal distance between the 2 <i>lot</i> lines which intersect the <i>front lot line</i> of a <i>lot</i>, such distance being measured along a line which is parallel to the <i>front lot line</i> and distant from the <i>front lot line</i> a distance of 6.0m required herein for the specified <i>use</i> in the zone where such <i>lot</i> is located.</p> <p>Lot Area (Minima) 300m²</p> <p>Lot Frontage (Minima)</p> <p>(a) Corner Lot 12.2m</p> <p>(b) Other Lots 9.1m</p> <p>Building Area (Maximum) 52%</p> <p>Yard, Front (Minima)</p> <p>(a) Front wall of attached private garage 6m</p> <p>(b) Front wall of main building 4.5m</p> <p>(c) To porch 3m</p>

APPENDIX B

			(d) To steps 2m
			(e) To steps where a sidewalk is located 2m
			Yard, Exterior Side (Minimum) 3.5m
			a) For all other exterior side yards 4.3m
			b) Lot 7 (minimum) 3.5m
			c) Unenclosed porch, verandah, deck, or balcony 2.5m
			d) Unenclosed porch, verandah, deck, or balcony for Lot 7 1.8m
			Yard, Rear (Minimum) 7m
			Yard, Interior Side (Minima)
			(a) Main building on driveway side 0.6m
			(b) Main building on other side 1.2m
			Entrance Setback (Minimum) 4m
			Sight Triangles
			4.34.1 The distance from the point of intersection of the <i>street lines</i> and forming the <i>sight triangle</i> shall be 5 metres, except where one of the <i>street lines</i> is a Regional Road, where the distance shall be 15 metres.
			Accessory Buildings shall not be permitted in any front or exterior side yard.
			Air Conditioners and Heat Pumps
			For the purpose of this zone no air conditioner, or heat pump is permitted in the front yard, interior side yard or exterior side yard.
			Driveway Width (maximum)
			a) For lot frontage of 9.1m 5.5m
			Use of Interior Side Yard
			Notwithstanding any other provision of this by-law, no <i>building</i> or <i>structure</i> or part thereof and no chimney, pilaster or similar ornamental <i>structure</i> or part thereof and no patio or <i>porch</i> or part thereof and no machinery or equipment or part thereof and no fence, sidewalk or walkway or part thereof shall be located in any part of any <i>interior side yard</i> that is subject to a registered storm water drainage easement.

APPENDIX B

Permitted Encroachments			
			Permitted Ornamental Structure
			Maximum Permitted Distance of Encroachment
			a) Bay, Box, Bow Windows with or without Foundations
			1.0 m into a required <i>Front, Exterior Side</i> or <i>Rear Yard</i>
			b) Deck $\geq 0.75\text{m}$ in Height
			3.0 m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .
			c) Chimneys or Vents
			0.6 m into any required <i>yard</i> , provided that a minimum <i>setback</i> of 0.6 m is maintained to the <i>lot line</i>
			d) Eaves, Stills, Cornices, Parapets, or other similar Ornamental Architectural Features
			0.45 m extending from: i) a <i>main building</i> wall; ii) a bay, box or bow window; or iii) a covered or uncovered <i>porch or balcony</i> , into a required <i>yard</i> , provided that: a. A minimum <i>setback</i> of 0.6 m is maintained to a <i>lot line</i> ; and b. In the case of eaves, a minimum <i>setback</i> of 0.2 m is maintained to an <i>interior side lot line</i> or <i>rear lot line</i>

- Schedule "A", Zone Map 1c of By-Law No. 2006-50, as amended is further amended for Part of Broken Lot 6 and Part of Lot 7, Concession 8 (Albion); Town of Caledon; Regional Municipality of Peel, from Estate Residential-13 (RE-13) and Environmental Policy Area 1 (EPA1) to Residential (R1-XX) and Environmental Policy Area 1 (EPA1) in accordance with Schedule "A" attached hereto.

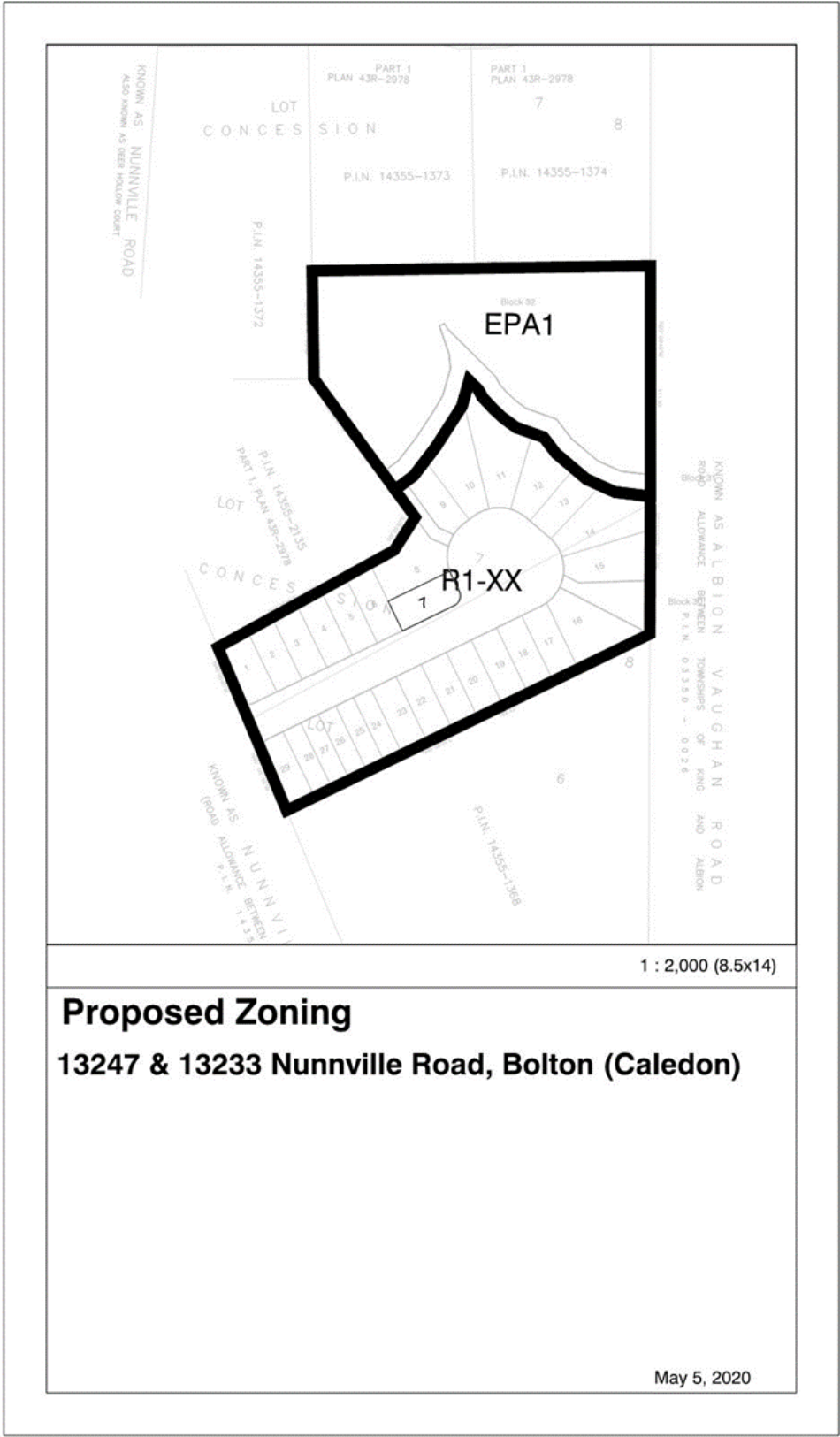
APPENDIX B

Read three times and finally passed in
open Council on the XX day of
XXXXXX, 20XX.

Allan Thompson, Mayor

Clerk

APPENDIX B



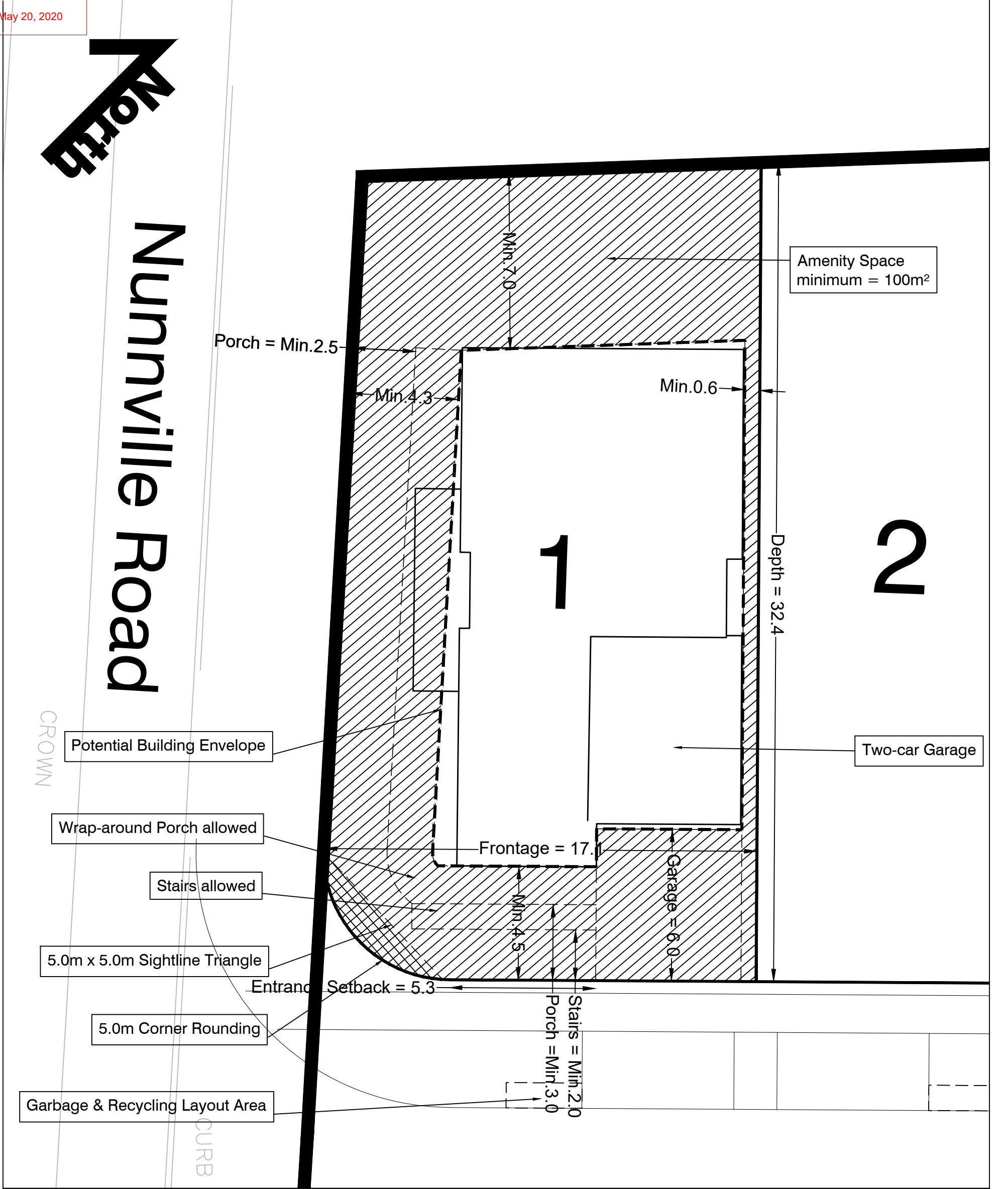
APPENDIX

C DRAFT PLAN OF SUBDIVISION



APPENDIX

D ZONING ANALYSIS OF LOT 1 AND LOT 29



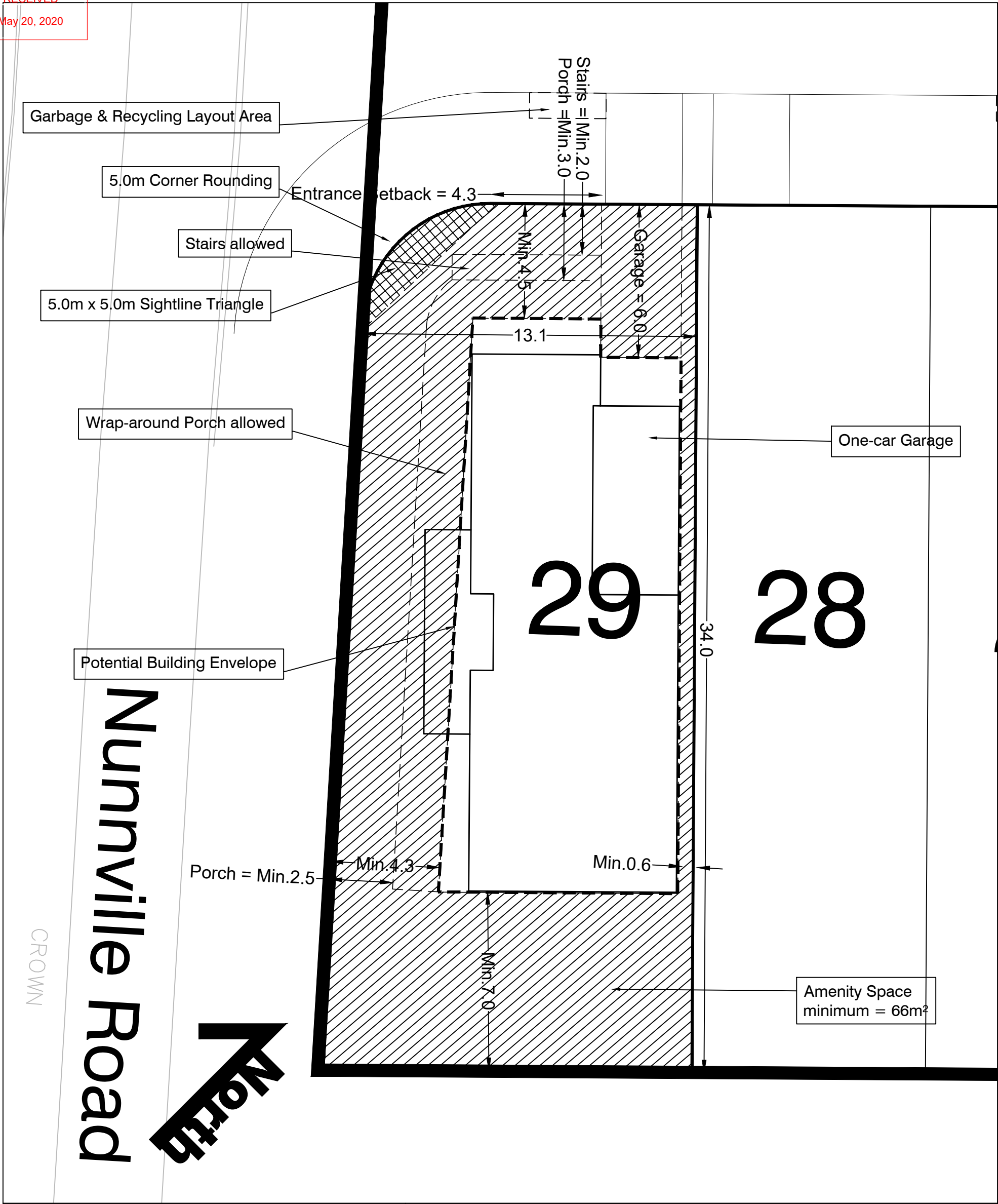
13247 & 13233 Nunnville Road
Bolton (Caledon)

Zoning Analysis
Lot 1

Prepared by:	
Checked	Drawn
Date May 15, 2020	Proj. No. 19M-00294-00
Scale 1 : 150(11x17)	Aerial Image

Lot Area = 524m²
Lot Frontage (Corner Lot) = 17.1m
Building Area = max .52%
Building Height = max. 10.5m

- Setbacks
- Building Setbacks
 - Sight line 1.0m Height Restriction



13247 & 13233 Nunnville Road
Bolton (Caledon)

Zoning Analysis
Lot 29

Prepared by:



Checked	Drawn
Date May 15, 2020	Proj. No. 19M-00294-00
Scale 1 : 150(11x17)	Aerial Image

Lot Area = 426m²
Lot Frontage (Corner Lot) = 13.1m
Building Area = max .52%
Building Height = max. 10.5m

Setbacks

- Building Setbacks
- Sight line 1.0m Height Restriction