



**WESTON  
CONSULTING**  
planning + urban design

# Planning Justification Report



84 Nancy Street  
Town of Caledon

July 2, 2019  
File 8814



## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>4</b>
<b>2</b>	<b>Purpose of Report.....</b>	<b>4</b>
<b>3</b>	<b>Site Description and Context.....</b>	<b>4</b>
3.1	Description of Subject Lands .....	4
3.2	Surrounding Context .....	6
3.3	Surrounding Area Developments.....	7
3.4	Transit and Transportation .....	9
3.5	Community Services .....	11
<b>4</b>	<b>Description of the Proposed Development.....</b>	<b>13</b>
<b>5</b>	<b>Description of Planning Applications.....</b>	<b>14</b>
5.1	Official Plan Amendment.....	14
5.2	Zoning By-law Amendment.....	15
<b>6</b>	<b>Supporting Materials .....</b>	<b>16</b>
6.1	Environmental Impact Study, dated June 2019, prepared by CIMA+ .....	17
6.2	Forest Edge Management Plan, dated June 2019, CIMA+ .....	18
6.3	Demarcation of Natural Features – Review of Valley Feature and Related Development Policies, dated December 18, 2018, CIMA+ .....	19
6.4	Tree Inventory and Preservation Plan, June 2019, CIMA+ .....	20
6.5	Stage 1-2 Archaeological Assessment, dated June 4, 2018, prepared by Detritus Consulting Ltd. ....	20
6.6	Functional Servicing Report & Stormwater Management Report, dated February 8 <sup>th</sup> , 2019, prepared by Calder Engineering Ltd. ....	21
6.7	Healthy Development Assessment, prepared by Weston Consulting .....	22
6.8	Environmental Noise Feasibility Study, dated August 22, 2018, prepared by Valcoustics .....	22
6.9	Traffic Impact, Parking and TDM Study, July 2018, prepared by Paradigm Transportation Solutions Limited .....	22
6.10	Urban Design Brief, dated June 2019, prepared by Weston Consulting.....	23
6.11	Cultural Heritage Impact Assessment & Visual Impact Assessment, July 2019, prepared by ERA Architects Inc.....	24
6.12	Sun Shadow Study, dated June 2019, prepared by Turner Fleischer .....	25
6.13	Geotechnical Investigation and Soils Report, dated October 2018, prepared by Soil Engineers Ltd.....	25
<b>7</b>	<b>Planning Policy Framework.....</b>	<b>26</b>
7.1	Planning Act, R.S.O. 1990 .....	26
7.2	Provincial Policy Statement (2014) .....	27
7.3	Places to Grow – Growth Plan for the Greater Golden Horseshoe (2019) .....	37



Moving People.....	40
7.4 Region of Peel Official Plan (December 2016 Consolidation) .....	43
7.4.1 Region of Peel Growth Management: Population and Employment Projections .....	54
7.5 Town of Caledon Official Plan (2018) .....	55
7.5.2 Town of Caledon Growth Management: Population and Employment Projections .....	72
7.6 Village of Bolton Heritage Conservation District Plan.....	73
7.7 Town of Caledon Zoning By-law 2006-50 (2006) .....	75
7.8 Toronto and Region Conservation Authority Regulated Area .....	75
<b>8 Non-Statutory Documents.....</b>	<b>76</b>
8.1 Town of Caledon Urban Design Guidelines (2009) .....	77
<b>9 Proposed Development Applications .....</b>	<b>78</b>
9.1 Official Plan and Zoning By-law Conformity Review .....	78
9.1 Draft Official Plan Amendment.....	79
9.2 Draft Zoning By-law Amendment .....	79
<b>10 Public Consultation Strategy .....</b>	<b>80</b>
<b>11 Planning Analysis and Justification .....</b>	<b>80</b>
11.1 Policy Context .....	81
11.2 Intensification .....	82
11.3 Urban Design and Heritage Characteristics – Compatibility.....	83
11.4 Height .....	84
11.5 Environment and Natural Heritage.....	85
11.6 Slope Stability.....	87
11.7 Sustainability .....	87
<b>12 Conclusion.....</b>	<b>87</b>



## List of Tables and Figures

Figure 1 – Subject Lands .....	5
Figure 2 - Location(s) of Surrounding Development Applications .....	7
Figure 3 - Go Transit Mapping - Surrounding Area.....	10
Figure 4 - Peel Region Transit Stops .....	10
Figure 5 - Community Facilities and Services Surrounding Proposed Development.....	12
Figure 6 - Draft Official Plan Amendment .....	15
Figure 7 - Schedule D Region of Peel Official Plan .....	49
Figure 8 - Schedule D3 Region of Peel Official Plan .....	52
Figure 9 - Population, Household and Employment Forecasts for Peel (2021-2031):.....	54
Figure 10 - Settlement Areas within Town of Caledon .....	56
Figure 11 - Town of Caledon Town Structure (Schedule A1) .....	58
Figure 12 - Proximity of Proposed Development to Bolton Core CIP (Schedule C1 of Caledon OP).....	61
Figure 13 - Town of Caledon Official Plan Density Categories and Housing Types .....	62
Figure 14 - Land Use Designations (Schedule C of Caledon OP) .....	63
Figure 15 - Road System in Proximity to Proposed Development (Schedule J of Caledon OP) .	70
Figure 16 - Town of Caledon Official Plan Right-of-Way Widths (Schedule K of Caledon OP) ...	71
Figure 17 - EPA Zone Standards .....	75
Figure 18 - Cross Section of proposed development vs. existing grade .....	84
Figure 19 - Mixed Forest proximal to 84 Nancy Street .....	86
Table 1 - Principle Building Statistics .....	13
Table 2 - Proposed Zoning By-law Amendment Statistics:.....	16
Table 3 - Population, Household and Employment Forecasts Town of Caledon (2021-2031): ...	72
Table 4 - Population per Town of Caledon Settlement Category (2021-2031): .....	73
Table 5 - Population Allocations for Rural Service Centres (2021-2031):.....	73



## 1 Introduction

Weston Consulting has prepared this Planning Justification Report on behalf of Danny and Catherine Acchione, the owners of the property municipally known as 84 Nancy Street in the Town of Caledon. The property will herein be referred to as the “subject lands”. The owner is proposing the redevelopment of the subject lands for the purpose of an 8-storey residential condominium building containing 159 units with a total density of 3.1 FSI.

Applications have been submitted to the Town of Caledon for Official Plan Amendment and Zoning By-law Amendment to permit the proposed development of the subject lands. The applications and supporting materials are submitted in accordance with the Development Application Review Team Meeting held on April 3, 2018 and constitutes a complete application as described in Section 22 (16) and 34(10) of the *Planning Act*.

The report provides an overview of the applicable planning policies and regulations relative to the development of the subject land and provides a planning analysis and justification for the proposal in accordance with good planning principles. It is recognized that following the approval of the aforementioned applications, Draft Plan of Condominium and Site Plan Approval applications would be required in order to fully implement the proposed development.

## 2 Purpose of Report

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies provided by the Provincial Policy Statement 2014, the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan, the Town of Caledon Official Plan, the Village of Bolton Heritage Conservation District Plan, the Town of Caledon Zoning By-law 2006-50 and other applicable policies, studies and regulations that apply to the subject lands.

This report provides planning analysis and justification for the proposal in accordance with good planning principles and provides a basis for the advancement of the planning applications through the planning process.

## 3 Site Description and Context

### 3.1 Description of Subject Lands

The subject lands are municipally known as 84 Nancy Street in the Town of Caledon. As illustrated in Figure 1, the subject lands are located to the south of the terminus of Nancy Street.

#### Legal Description

The subject lands are legally described as:

**PT LT 33 BLK 3 PL BOL7 BOLTON; PT LT 34 BLK 3 PL BOL7 BOLTON EXCEPT BO4984 & RO726873; S/T BO2692; S/T RO668289 TOWN OF CALEDON.**





### **Property Characteristics**

The subject lands have an area of approximately 1.9 acres (0.77 hectares) and are currently occupied by one (1) vacant single storey brick dwelling and one (1) concrete block garage. There subject lands are sloped from north to south and are covered by low vegetation such as grasses. The site is in an enclave, nestled between natural heritage features (woodlands) to the west, major arterial road to the east, and institutional community centre use to the south.



*Figure 1 – Subject Lands*

The subject lands are currently accessed through Nancy Street, a public road that exists parallel to Queen Street South, and perpendicular with Elizabeth Street to the north, which provides the site direct access to Queen Street South from Nancy Street. The site directly abuts Queen Street South; however, it does not have direct access to Queen Street due to the abutting vegetation to the northeast of the subject lands. The subject lands maintain approximately 48 metres of frontage onto Nancy Street. Refer to Figure 1 for an aerial photo of the subject lands and the surrounding context.



### 3.2 Surrounding Context

The subject lands are located in the central portion of the Village of Bolton. It has its primary frontage along Nancy Street, which is a cul-de-sac that terminates at the base of the subject lands. Nancy Street indirectly connects to Queen Street South and King Street West, which are considered to be the major regional roads within the Village. Both Queen Street South and King Street West continue to experience growth and development. The subject lands are located within a built-up and established residential neighbourhood, with direct access to community facilities and proximate access to commercial, retail, institutional and open space uses.

Commercial main street uses are predominately found north of the subject lands, at the intersection of Queen Street South and King Street West, with major big box retailers located south of Elmwood Drive, along Queen Street South and Highway 50. Stable residential uses exist to the west of the subject lands and east of Queen Street. Residential uses are also located south of the community centre, which directly abuts the subject lands to the south, and north of Elizabeth Street. The subject lands directly abut open space and recreational uses that contain natural heritage features as part of the Humber River Watershed. The Humber River runs east-west at the north end of the Village of Bolton's commercial district.

The subject lands are located in a neighbourhood that predominately consists of single detached dwellings that are in close proximity to commercial activity, community centres, parks and public services within the Village of Bolton Heritage Conservation District.

**North:** Directly to the north of the subject lands are single-family detached residential uses and a woodlot on a valley land feature. Further north and northwest are a stable residential neighbourhood with religious institutional uses along Nancy Street. Northeast of Elizabeth Street, along Queen Street South are commercial uses that are contained in main street commercial and converted residential commercial buildings. Also, within the Urban and Village Centre of the Village of Bolton, newly developed small-box retail in a commercial centre exists along King Street East, east of Queen Street South. Institutional residential uses at the northwest quadrant of the Village Centre. Lastly, at the most northerly part of the Village Centre, the Humber River meanders east-west.

**South:** Abutting the subject lands directly south is a recreational, cultural and open space use known as Albion & Bolton Community Centre, Albion-Bolton Branch of the Caledon Public Library and the Albion-Bolton Fairgrounds. Also abutting the lands to the southeast is a publicly-owned woodlot and environmentally protected lands as part of the Ted Houston Memorial Park. Further south of the subject lands are residential and commercial uses, east and west of Highway 50 (Queen Street South). South of Elmwood Drive West and north of the railway tracks, east and west of Highway 50 are big box commercial retail that services the Village of Bolton.

**East:** Directly east of the subject lands are natural heritage features that slope upwards towards Queen Street South. Queen Street South directly abuts the subject lands to the east. East of Queen Street South are residential uses in cul-de-sacs, bounded by environmentally-sensitive lands to the north and east of their location. The environmentally sensitive feature

exists south of Willow Street north of the subject lands, southward of Willow Street and east of Queen Street South. The feature meanders northeast of Norton Boulevard and southward toward Ellwood Drive East. The majority of uses east of the subject lands are residential, with a commercial and institutional uses southeast of the site.

**West:** Directly abutting the subject lands to the west are Ted Houston Memorial Park, environmentally-sensitive lands, and residential uses along Nancy Street. A multi-residential institutional use exists at the intersection of Elizabeth Street and Jane Street, with a plethora of single-detached dwellings along those two streets. Environmentally sensitive lands exist east of Jane Street south of King Street West, and further east of those lands are residential uses along a crescent and King Street West. South of those residential uses along King Street West are environmentally sensitive lands that meander southeast towards the subject lands.

### 3.3 Surrounding Area Developments

The Village of Bolton has historically been defined as a rural village attributed to its natural heritage features, however over the past three decades, the Village has developed into a place that provides a community and commercial focus.

The subject lands are located within the Heritage District of the Village of Bolton, however are also located within an area that is expected to accommodate intensification and growth within the Rural Area of the Region of Peel and the Town of Caledon. The following development activity is located within proximity of the subject lands. Figure 2 provides an illustration of where those developments are located.

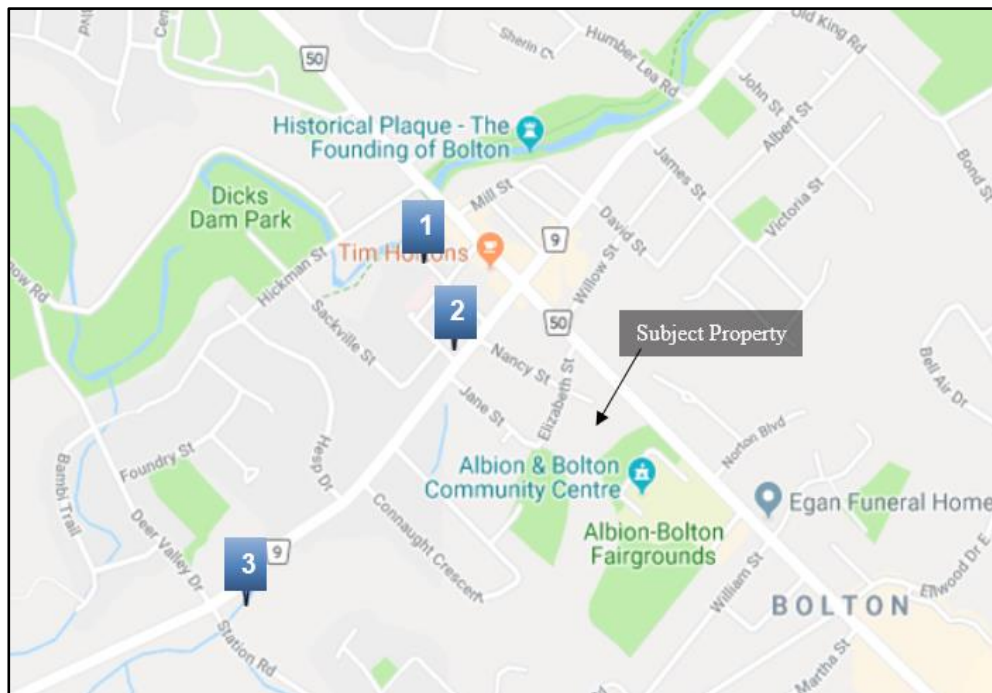


Figure 2 - Location(s) of Surrounding Development Applications





## 1. Brookfield Residential (Ontario) Limited

**Property Location:** 50 Ann Street

**Application:** Zoning By-law Amendment for 562 detached dwelling lots submitted May 11, 2017

**File No.** RZ 17-05

**Status:** Approved – By-law 2019-032

During the review of this application, TRCA required a minimum factor of safety of 1.50 as target for the slope stability analysis for proposed development, as per the TRCA Geotechnical Design and Submission Requirements guidance document. The application involved rezoning a portion of the property to Environmental Protection One – EPA1 and a portion of the property RM-616 to permit 104 condominium townhouses, 7 freehold townhouses, 4 semi-detached dwellings and 1 single detached dwelling.

Per comments from the Town, TRCA, and Peel Region the boundary limits of the EPA1 zoning were adjusted on the applicants site plan to follow the tree protection area limits which were required to be consistent with the limit of the building envelope.

## 2. Cancian Construction Ltd.

**Property Location:** 53 King Street West

**Applications:** Official Plan Amendment and Zoning By-law Amendment for a three-storey apartment building containing 6 residential units submitted on June 8, 2015.

**File No.** POPA 15-02

**Related File:** SPA 15-24

**Status:** Inactive

The proposal includes the use of the ground floor for commercial purposes. The proposed building will front on King Street West, with parking located to the rear of the site. The property was originally located within the Bolton Special Policy Area, but was not located within the floodplain and was removed from the new Bolton Special Area Study. Although Ministry, Regional and TRCA staff recommend that the applications not be approved until such time that the new policies were in effect, Planning staff provided an opinion that the application met the intent of Provincial, Regional, and Town policies.

## 3. King Station Facility Inc. (Formerly Stoneridge Village)

**Property Location:** 232-240 King Street West

**Applications:** Draft Plan of Subdivision and Draft Plan of Condominium for 140-unit senior's retirement residence, environmental policy area lands, and a 60-unit condominium townhouse development submitted on September 26, 2013.

**File No.** 21T-16001C & 21CDM-16001C

**Related Files:** POPA 08-07 & RZ 08-14

**Status:** 21T-16001C & 21CDM-16001C under review.



### POPA 08-07 & RZ 08-14 under appeal.

The property at 232-240 King Street was originally filed in 2008 for official plan amendment and zoning bylaw amendment to permit apartments and townhomes. Due to lack of decision by Town Council the applications were appealed to the OMB whom approved the concept plan in principle but withheld final Order on the OPA and ZBLA until revisions were made to reflect the findings by the Board. Prior to OMB Final Order, the property was acquired by a different owner who submitted new OPA, ZBL, and SPA applications that was not objected to by Town staff. However, the property was sold again to the current owner.

In a former Ontario Municipal Board decision dated June 10, 2016, the Board approved revised Official Plan Amendment and Zoning By-law Amendment applications for a 140-unit retirement residence up to 7-storeys in height and 60-townhouses. Subsequently, applications for Draft Plan of Subdivision and Draft Plan of Condominium have been revised and resubmitted and are under review.

The site has a bowl shape with a steep hill that is part of the valley form on the south and a lesser one on the west and there is approximately a 20 metre descending grade change from south to north. The matters discussed in review by staff included the number of permissible units for the site, building height limitations, location and extent of the proposed retaining walls with respect to the Environmental Policy Area (EPA) lands and associated EPA encroachment, traffic and environmental impacts. Upon conclusion of review by all agencies and departments, planning staff stated support of the approval of the Official Plan and Zoning By-law amendments while remaining technical comments are being addressed through the Site Plan application.

### 3.4 Transit and Transportation

The nearest major intersection is King Street West and Queen Street South north west of the subject lands. The Town of Caledon and Village of Bolton do not currently provide local transit service in the surrounding area. Regional transit is provided by GO Bus Transit which can be accessed by a 6 to 10 minute walk from the subject lands to the bus stops located at Chapel Road/King Street East and Queen Street North/Mill Street. GO Bus Transit provides travel to Brampton and North York directly, while also providing connection to the Toronto Transit Commission (TTC) York Mills Station and Yorkdale bus terminals. Please refer to Figure 3 below of a location map of the GO bus stops located nearest to the subject lands.

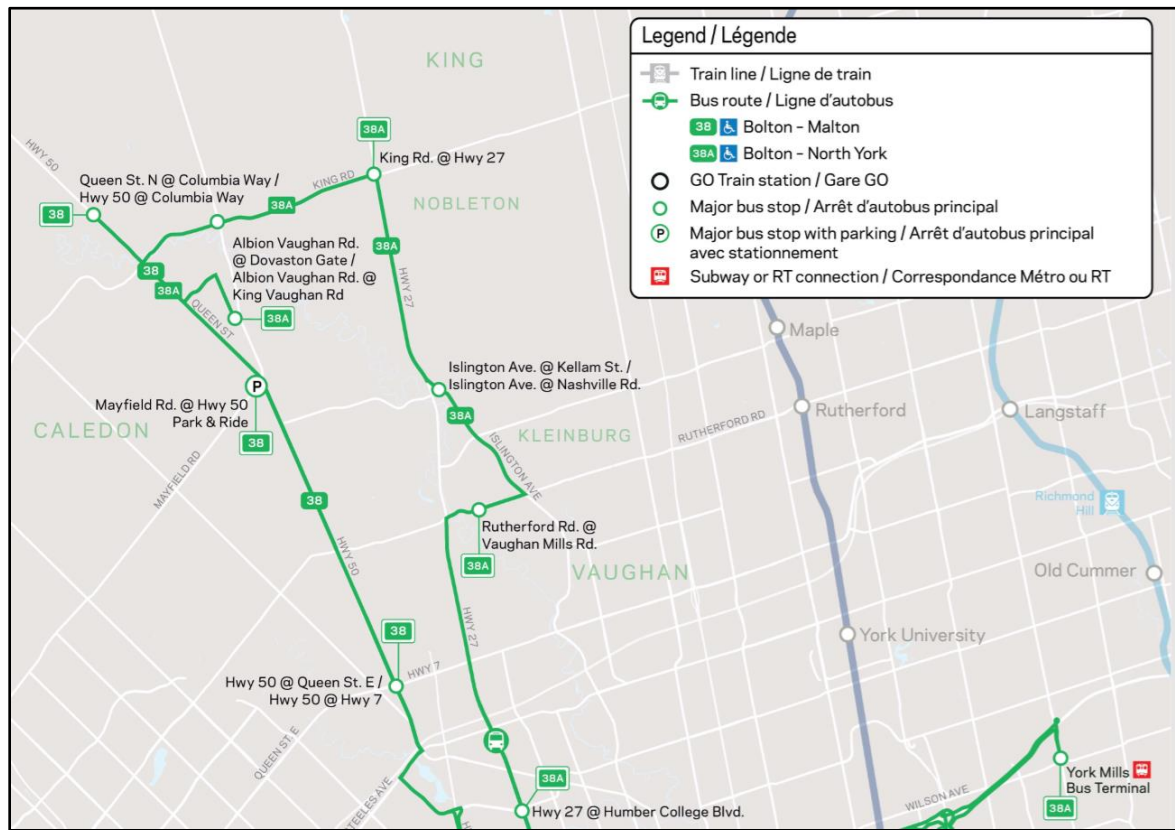


Figure 3 - Go Transit Mapping - Surrounding Area

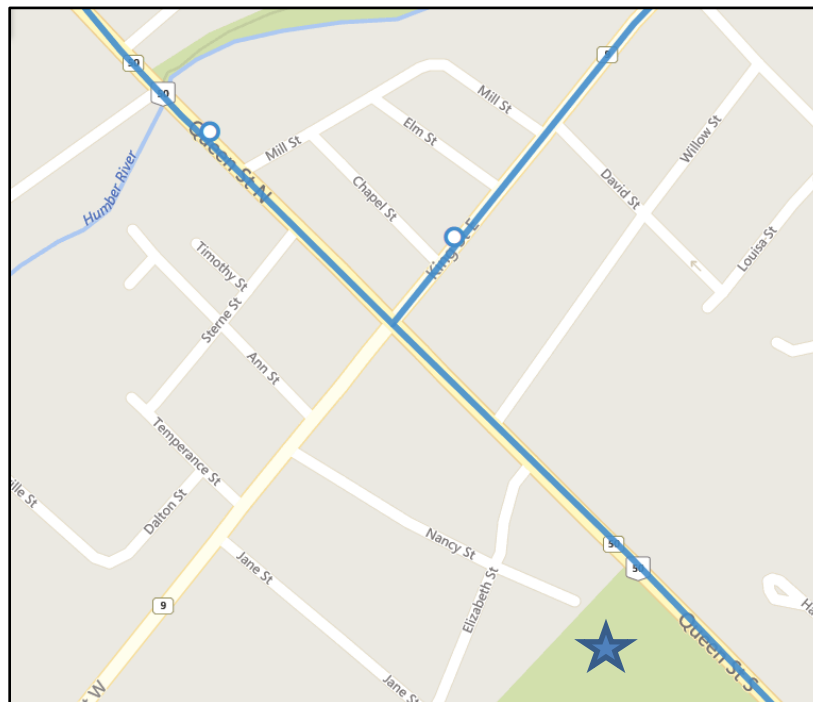


Figure 4 - Peel Region Transit Stops



### 3.5 Community Services

The proposed development is located within an established community that is well serviced by community services including public schools, community centres, parks, retail and commercial uses, and other services.

The following community services are located within proximity of the subject lands:

#### **Community Facilities:**

- Caledon Public Library;
- Albion and Bolton Community Centre;
- Caledon Fire Station 302;
- Caledon Community Services;
- Caledon Community Services: Seniors;
- Vera M Davis Community Centre.

#### **Schools:**

- Elmwood Memorial Public School;
- Holy Family Elementary School;
- Caledon Art Studio & School;
- James Bolton Public School;
- Humberview Secondary School.

#### **Parks and Open Space:**

- Ted Houston Memorial Park;
- Albion-Bolton Fairgrounds;
- Foundry Park;
- Rotary Park;
- Bill Whitbread Park;
- Bolton Mill Park;
- Dicks Dam Park.

In addition to the amenities and services noted above, please see the map on the next page for other community services and facilities in proximity to the subject lands. The subject lands are also located close in proximity to local services and conservation areas in the City of Vaughan and King Township.



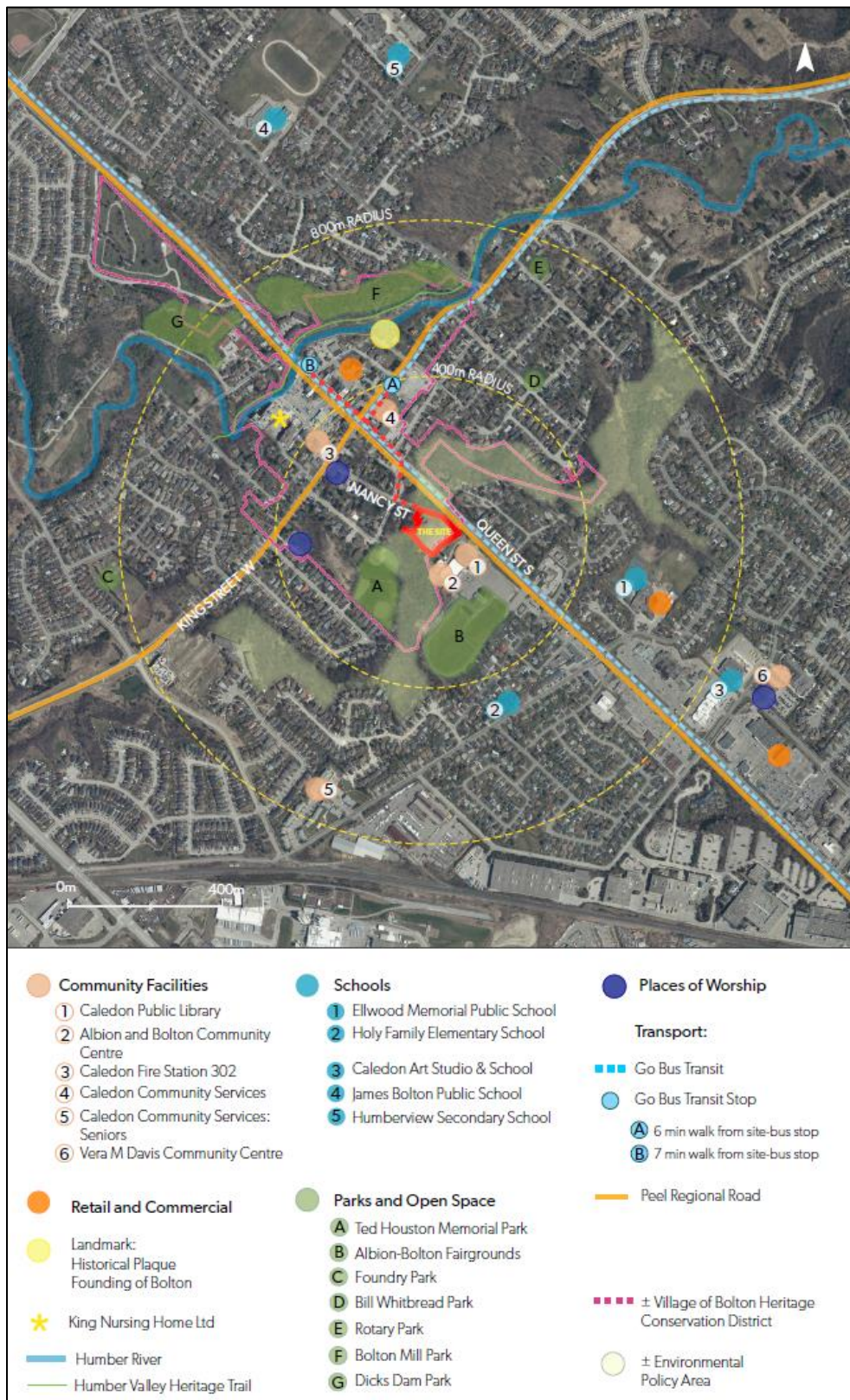


Figure 5 - Community Facilities and Services Surrounding Proposed Development





## 4 Description of the Proposed Development

The proposed development consists of an 8-storey residential apartment building containing 159 units of various unit sizes to be built into the slope of the property. The proposal provides 182 parking spaces contained both on the surface and in 3-storeys of underground parking. The proposed development includes both indoor and outdoor amenity space.

### Principle Building Statistics

The proposed building will have a Total Gross Floor Area (GFA) of 23,897.2 square metres of residential floor area and 159 units in total. The total Floor Space Index of the proposed building is 3.1 times the lot area and the total lot coverage is 2,267.0 square metres or 29.1% of the lot area. Principle building statistics and zoning permissions are summarized in Table 1 below:

*Table 1 - Principle Building Statistics*

Zone Standards	Proposed
Maximum Height	25.1 metres (norther building edge) 32.7 metres (southern building edge)
Lot Area	7,778.8 square metres
Total GFA	23,897.2 square metres
FSI	3.1
Number of Dwelling Units	159
Vehicular Parking Spaces	182
Accessible Parking Spaces	4
Lot Coverage	29.1%
Landscaped Area	43.2%
Front Yard Setback	13.29m
Side Yard Setback (Exterior)	8.50 metres
Side Yard Setback (Interior)	9.15 metres
Rear Yard Setback	9.90 metres
Indoor Amenity Area	1,322.0 square metres
Outdoor Amenity Area	894.0 metres

### Proposed Mix of Units

The proposed development introduces 159 units to the site, the configuration of which are detailed in Table 2 below.

Floor	1B	1B+D	2B	2B+D	3B	3B+D	Total
1	2	3		2	1		8
2	3	10		4	3	3	23
3	3	9		4	4	3	23
4	3	9		4	4	3	23
5	3	9		4	4	3	23
6	3	9		4	4	3	23
7	3	9		4	4	3	23



8				2	6	5	13
<b>Total</b>	20	58		28	30	23	<b>159</b>

### Circulation and Parking

The proposed design ensures physical accessibility and cohesive circulation throughout the site and building.

Driveway access is provided from Nancy Street, where vehicular traffic can travel in two directions. To the east, the driveway provides access to surface parking spaces and the P1 level of underground parking. To the west, the driveway provides access to surface parking and the loading area of the site. Pedestrian circulation is ensured through the provision of a pedestrian walkway that connects the main lobby to Nancy Street.

In total, 182 parking spaces are provided to serve the proposed development. This includes 31 parking spaces at grade, 49 parking spaces on parking level 3, 48 parking spaces on parking level 2 and 54 parking spaces on parking level 1. The total parking rate is 1 parking space per dwelling for residents plus 0.15 parking spaces per dwelling for visitors.

### Application Requirements

The proposed development will require applications for Official Plan Amendment and Zoning By-law Amendment. The applications for Official Plan Amendment and Zoning By-law Amendment are submitted as part of this submission package. Applications for Site Plan Approval and Draft Plan of Condominium will be submitted at a later date.

## **5 Description of Planning Applications**

Applications for Official Plan Amendment and Zoning By-law Amendment are being filed concurrently to facilitate the proposed development as described above. It is recognized that Site Plan Approval and Draft Plan of Condominium applications will be required to fully implement the proposed development and will be submitted separately at the appropriate time.

### **5.1 Official Plan Amendment**

A Draft Official Plan Amendment is required to facilitate the development of the subject lands. The proposed Official Plan Amendment seeks a redesignation of the subject lands from the *Environmental Policy Area* designation to *High Density Residential*, subject to a site-specific exception permitting a density of 3.1 FSI.

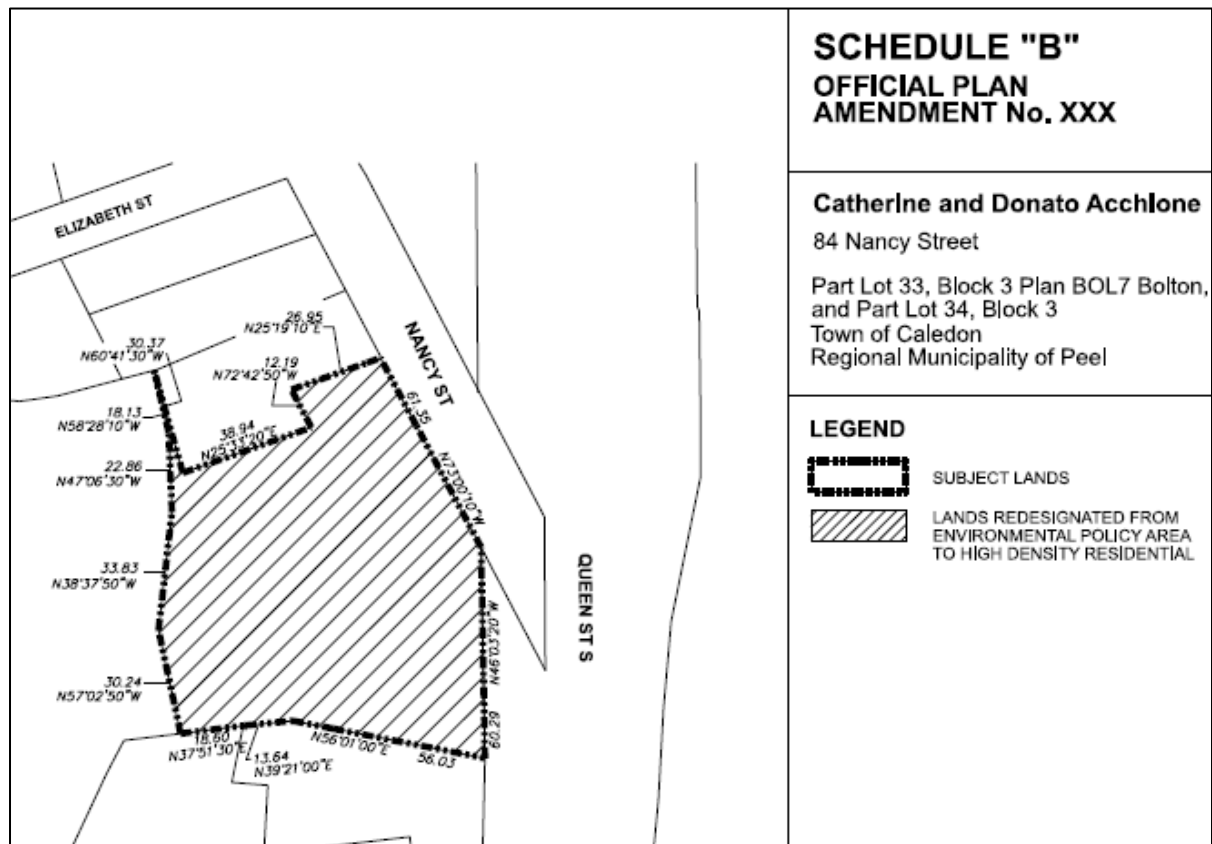


Figure 6 - Draft Official Plan Amendment

The criteria found within Section 7 of this report has been considered and reviewed in the formation of the Official Plan Amendment. The proposed development has regard to matters of provincial interest, the Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the Town of Caledon Official Plan. As discussed in greater detail below and within the Environmental Impact Study prepared by CIMA+ included as part of this submission, the subject lands are located within a built environment that is already heavily altered.

The proposed development of the subject lands and the nature of the proposed Official Plan Amendment is appropriate in our opinion given that the proposal does not display major environmental impacts on the environmental attributes on the subject lands or adjacent lands and as such is suitable for redesignation for residential land uses.

## 5.2 Zoning By-law Amendment

The proposed development does not meet the permitted uses and associated zone provisions of the EPA 1 and EPA 2 zones in the Town of Caledon Zoning By-law 2006-50. As such, a Zoning By-law Amendment is required to rezone the lands *Residential 2 – R2-XX* which will apply certain site-specific provisions to the subject lands in accordance with the following table:



Table 2 - Proposed Zoning By-law Amendment Statistics:

Residential 2 – RM-XX Zone	
Exterior Side Yard	8.5m
Building Area	29.1%
Landscape Area	43.2%
Play Facility Areas & Location	Nil
Privacy Yard (minimum)	Nil
Building Heights	25.1 metres (norther building edge) 32.7 metres (southern building edge)
Parking Requirements	1 parking space per dwelling unit – residents 0.15 parking spaces per dwelling unit - visitors

Please see the attached Draft Zoning By-law submitted as part of this application.

## 6 Supporting Materials

A Development Application Review team (DART) Meeting with respect to the proposed development of the site into an 8-storey, 159-unit condominium was conducted on April 12, 2018 with the Town of Caledon, to determine the studies, drawings and supporting materials needed to fulfill the requirements for a complete application under the Planning Act. A “Complete” application has been submitted at this time. In accordance with the DART Meeting Minutes, the following reports have been prepared in support of the applications:

Report	Prepared By
Environmental Impact Study (containing Forest Edge Management Assessment)	CIMA+
Forest Edge Management Plan	CIMA+
Demarcation of Natural Features	CIMA+
Tree Inventory and Preservation Plan	CIMA+
Stage 1 – 2 Archaeological Assessment	Detritus Consulting Ltd.
Functional Servicing Report & Stormwater Management Report	Calder Engineering Ltd.
Healthy Development Assessment	Weston Consulting
Environmental Noise Feasibility Study	Valcoustics Canada Ltd.
Transportation Impact, Parking and Transportation Demand Management Study	Paradigm Transportation Solutions Ltd.
Urban Design Brief	Weston Consulting
Cultural Heritage Impact Assessment (containing Visual Impact Assessment)	ERA Architects
Sun and Shadow Study	Marking Consulting
Geotechnical Report (including Slope Stability Study)	Soil-Engineers Ltd.



### **6.1 Environmental Impact Study, dated June 2019, prepared by CIMA+**

As the subject lands are within a watershed and subwatershed and are within the Environmental Protection Area as designated by the Town of Caledon, an Environmental Impact Study (‘EIS’) is required in support of the proposed development.

The Environmental Impact Study composed by CIMA+ documents existing conditions, assesses potential impacts to natural heritage features present on and adjacent to the subject lands, and provides environmental protection/mitigation recommendations in accordance with applicable natural heritage policies and legislation.

CIMA+ reviewed the following relevant documents:

- Review of Valley Features and Related Development Policies (CIMA+ Report);
- Geotechnical Investigation for 84 Nancy Street (Soil Engineers Ltd.);
- Topographic Sketch – 84 Nancy Street (ertl Surveyors);
- Phase One Environmental Site Assessment – 84 Nancy Street (Soil Engineers Ltd.);
- Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study (North-South Environmental Inc.; Dougan & Associates; Sorensen Gravely Lowes);
- Humber River Watershed Scenario Modelling and Analysis Report (TRCA, 2008);
- Humber River Watershed Plan (TRCA);
- Humber River Fisheries Management Plan (MNRF and TRCA).

The general consensus of the Study is that the subject lands are within an existing urban built form neighbourhood, and that the built environment is already heavily altered, with the only significant heritage feature being the forested slope adjacent to the subject lands. No adverse effects to the environment are generated by the proposed development. This conclusion was assessed through the following potential impacts:

- Construction disturbance to wildlife;
- Hazard of the building to migratory & breeding birds;
- Introduction of invasive/non-native species on new development site;
- Loss of natural vegetation;
- Disruption of adjacent habitats for Species at Risk; and
- Edge impacts to adjacent forest.

Construction activities generally have the potential to impact wildlife through the destruction of bird nests, physical mortality and terrestrial wildlife. The report recommends that in order to prevent incidental destruction of nests and/or nestlings, removal of vegetation must occur outside the active nesting season (April 1<sup>st</sup> to August 31<sup>st</sup>). It is also recommended that bird-friendly building design practices be introduced to reduce the risk hazard to migratory and breeding birds. Overall, limited presence of wildlife habitat is found on the subject lands, and the proposed development limits the disturbance to wildlife through construction measures and mitigations.





There is a very low level of diversity and quality of plant species on the subject lands, and it is evidenced that there is a significant need for the introduction of more biodiversity through redevelopment opportunities. In addition, it was noted that the non-native/invasive plant species exist on the subject lands. The restriction of invasive/non-native species will be implemented on the subject lands and the proposed development, in order to reduce the spread of non-native seed in the surrounding landscape, which would reduce biodiversity over time as native species are displaced by non-native species. Rather, the introduction of more native plant species within the proposed development and the subject lands will increase the level of biodiversity and support the natural environment in adjacent areas.

In addition to increasing the biodiversity of plants on the subject lands and within adjacent areas, the subject lands will ensure that the proposed development does not directly affect the endangered bat population that is located adjacent to the subject lands.

Lastly, the proposed development will maintain or enhance infiltration of construction and soil excavation onto adjacent forest lands through effective storm water management practices.

The following is commentary found within the EIS pertaining to Municipal and Provincial land use policy:

*The subject lands are not located within an area comprised of significant woodland identified by the Region of Peel Official Plan, therefore the development application would not be contravening the policies of the Region's Official Plan. The Town of Caledon Official Plan notes that new development is prohibited in EPA designated areas; however, the development of the subject land are not proposed to occur within the EPA, therefore the proposed development is in compliance of the Caledon Official Plan policies. Lastly, the EIS evaluated the proposed development against the TRCA's Living City Policies and five tests to determine whether permission would be granted by the TRCA for development proposal within a regulated valley feature. The report purports that the proposed development meets the five tests outlined by the TRCA and sanctioned through Ontario Regulation 166/06.*

Overall, the proposed development does not display major environmental impacts on the environmental attributes on the subject lands or adjacent lands. It has been rigorously assessed against applicable land use policies and regulations, and through appropriate mitigations is deemed as suitable development for the subject lands and adjacent area by CIMA+.

## **6.2 Forest Edge Management Plan, dated June 2019, CIMA+**

CIMA+ was retained to prepare a Forest Edge Management Plan to provide an overview of the proposed buffer area from the edge of the forested area proximal to the subject lands. The most current air photo, dated 2018, was utilized to delineate the dripline edge of the wooded area at the south-west and west limits of the subject lands, from which a 10.0m buffer was applied from the edge of the dripline. The report requires that no grading, structure or parking is allowed within this buffer area.



A series of low trees, shrubs and seedlings are proposed to provide a buffer of native vegetation to protect and enhance the forest edge. The report concludes with a recommendation that special care be taken when working within the forest edge dripline and associated buffer in planting the proposed vegetation to minimize any damage to the existing vegetation.

It is the opinion of CIMA+ that all trees located within this forested area can be successfully retained through the construction and development process

### **6.3 Demarcation of Natural Features – Review of Valley Feature and Related Development Policies, dated December 18, 2018, CIMA+**

A Review of Valley Feature and Demarcation of Natural Features on site was completed by CIMA+. The Report considered the geographic context and existing condition and reviewed the proposed development in the context of The Toronto and Region Conservation Authority's Living City Policies under O.Reg 166/06 to determine how the site relates to the valley features based on the five tests of O.Reg 166/06.

CIMA+ reviewed the slope of the valley feature proximal to the site and determined that the portion of the subject lands proposed for development is situated on the support slope of the valley wall; however, those slopes located on site are generally flatter than the typical valley wall in the surrounding area.

TRCA regulations state that development is not permitted in river valleys, unless the TRCA is of the opinion that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected by the development, which constitute the "five tests" of the Regulation.

With respect to the proposed development of 84 Nancy Street and the five tests of the Regulation:

- **Test 1 – Flooding:** The flood risk assessment conducted by MMM demonstrates that flooding will not pose an issue for the site or access to the site.
- **Test 2 – Erosion:** The geotechnical investigation demonstrated that with proper setbacks, design details and construction methods, slope stability can be maintained and that no erosion issues are anticipated.
- **Test 3 – Dynamic Beaches:** The site is not located on a shoreline with dynamic beach features.
- **Test 4 – Pollution:** A Phase 1 ESA and testing of soil samples was conducted and no risk of environmental contamination was identified.
- **Test 5 – Conservation of Land:** The findings of an Environmental Impact Study indicate that there are no natural features meeting the criteria for inclusion as EPA on the portion of the site proposed for development. Thus, conservation of land would not be compromised by development of this portion of the site.



Accordingly, it is the opinion of CIMA+ that the five tests are met and thus there is a basis for development of the subject lands under the provision of Section 8.2.3 of the TRCA's Living City Policies.

#### **6.4 Tree Inventory and Preservation Plan, June 2019, CIMA+**

CIMA+ was retained to prepare a Tree Inventory and Preservation Plan to provide an inventory and assessment of the existing trees and stumps on the subject lands. Aerial imagery was used to determine the former locations of trees on the property to identify the location of those trees removed on site, followed by a site visit to complete a tree inventory using accepted standard arboriculture techniques including a visual examination of the above-ground portions of each tree.

The Tree Inventory identified 14 individual trees and 32 stumps. Of these trees one (1) was located on site and thirteen (13) off site. Of the trees identified, 10 were identified to be in Fair Health; 1 was identified as Fair/Poor health, 1 identified in Poor Health and 2 were dead.

CIMA+ identified that it is apparent that many of the trees previously located on site (now stumps) were removed by Hydro forces due to condition and proximity to hydro lines. It is CIMA+'s understanding that the current owner cleared those trees that were dead or in poor health, or those with a dangerous overhand on the existing structures on site.

It is the opinion of CIMA+ that the trees inventoried do not require removal to facilitate the proposed development provided that special care is taken when working proximal to the necessary tree protection zones. Further, note that the materials and sustainable design features will be finalized at the site plan stage of the project.

#### **6.5 Stage 1-2 Archaeological Assessment, dated June 4, 2018, prepared by Detritus Consulting Ltd.**

This report details the rationale, methods and result of a Stage 1 archaeological background study of the subject lands and proposed development. The Archaeological Assessment was prepared by Detritus Consulting Ltd. in support of the development of the subject lands in order to identify the potential archaeological resources on the subject lands. The area studied was the "derelict non-agricultural field", the location of the proposed development.

As an outcome of the Stage 1 assessment, the study area exhibits moderate to high potential for the identification and recovery of archaeological resources. As such, in order to address the potential for archaeological remains, a Stage 2 study was carried out. The Stage 2 study consisted of surface examination and a test pit survey of the derelict non-agricultural field.

The Stage 1-2 assessments determined that no significant archaeological resources were documented. In the absence of any significant archaeological planning concerns, the assessment recommended that no further archaeological conditions are required for the subject lands.



## **6.6 Functional Servicing Report & Stormwater Management Report, dated February 8<sup>th</sup>, 2019, prepared by Calder Engineering Ltd.**

The purpose of this report is to identify the requirements for servicing and stormwater management and to demonstrate how the subject lands will function within the framework of existing infrastructure. The subject lands can be adequately serviced by existing municipal servicing within 200 metres of the subject lands, along the Nancy Street and Queen Street frontages of the lands.

Based on a population of 1,000 persons, the total designed sanitary flow was taken at 13 L/s, which is consistent with the Region of Peel's design criteria and the Ontario Building Code. The subject lands can be with a minimum 150 millimeter (mm) diameter service watermain. It is proposed that the subject lands install a new service connection complete with sampling manhole connecting to the existing 200 mm diameter sanitary sewer on Nancy Street.

Based on available records, existing watermains in the vicinity of the property, there is an existing 300 mm and 400 mm watermain along Nancy Street and Queen Street. The subject lands currently have an existing 19 mm domestic service connection to the watermain. The estimated demand of the proposed development was estimated to be 106,400 L/day or 1.23 L/s based on an average consumption rate of 280 L/capita/day.

It is proposed to construct a new municipal storm sewer and connect to one existing storm sewer in the area. Three potential connection points have been identified:

- Nancy Street north of Elizabeth Street;
- Elizabeth Street west of Nancy Street; or,
- Elizabeth Street east of Nancy Street.

Subject to detailed design, it is proposed to connect to the existing sewer on Elizabeth Street east of Nancy Street as it is understood that the roadside ditches along Nancy Street are presently directed to this sewer, it is the shortest length of connection, and the road slope in this direction is more favourable for sewer connection.

The subject lands will provide Enhanced Level 1 Protection through Low Impact Development features such as bioretention areas and dry swales designed to provide end-of-pipe solution for oil-grit separator at the downstream limit of the site. The proposed landscaped areas will naturally retain at least the first 5 millimeters of precipitation, and subject to detailed design, it is proposed that the water balance volume will be provided through granular media within bioretention areas and/or dry swales within the landscaped areas of the property.

Erosion and sediment will be controlled and is consistent with the Erosion & Sediment Control Guideline for Urban Construction manual prepared by the Greater Golden Horseshoe Area Conservation Authorities (2006) are to be provided at the time of construction to minimize sediment transport from the site.

The conclusions of the report indicate that the proposed development can be serviced by existing municipal water and wastewater infrastructure and maintain the required maximum flow rate permitted by the Town and the Region.



### **6.7 Healthy Development Assessment, prepared by Weston Consulting**

The Healthy Development Assessment aims to guide the development industry in fostering healthy living environments for residents of the Region of Peel. The assessment evaluates proposals as either large scale or small scale and is being utilized in review of the proposed development as small scale to measure the health-promoting potential of the proposed land use.

The assessment creates a score to articulate how the core elements of the built environment (density, service proximity, land use mix, street connectivity, streetscape characteristics, and efficient parking) will be achieved by the proposed development. Weston Consulting has completed the Healthy Development Assessment and Scorecard with the submittal of applications.

A score of 64% was derived based on our review of the applicable standards in comparison with the proposed concept plan, which achieves a Bronze level Healthy Peel by Design ranking.

### **6.8 Environmental Noise Feasibility Study, dated August 22, 2018, prepared by Valcoustics**

Valcoustics Canada Ltd., conducted an Environmental Noise Feasibility Study to examine the impacts of environmental impacts on the proposed development, the impacts of the proposed development on itself, and the impacts of the proposed development on the environment. The study concluded that the main source of noise associated with the proposed development in relation to the potential noise impact on surrounding noise sensitive buildings are the proposed mechanical equipment components.

The impacts of the proposed development on the environment are expected to meet applicable guideline limits and can be adequately controlled by following basic design guidance. As the mechanical systems for the proposed development have not been designed at the time of the assessment, the acoustical requirements should be confirmed by an Acoustical Consultant as part of the final building design, in order to ensure that noise impact from the proposed development onto neighboring developments meet MECP noise guideline limits.

### **6.9 Traffic Impact, Parking and TDM Study, July 2018, prepared by Paradigm Transportation Solutions Limited**

Paradigm Transportation Solutions Limited prepared a Transportation Impact, Parking and Transportation Demand Management Study in support of the proposed development. The study provides findings and recommendations based on the analysis undertaken. The study includes an analysis of existing traffic conditions, traffic forecasts, parking demand analysis, and outlines recommendations to improve future conditions and strategies to reduce dependency on single occupancy vehicle traffic. The following conclusions have been made by Paradigm Transportation Solutions Limited:

- Approximately 54 two-way auto trips during the AM peak hours and 70 two-way auto trips during the PM peak hours;





- The intersections within the study area are currently operating with generally satisfactory levels of service during the AM and PM peak hours, and will continue to operate with acceptable level of service during those peak hours between 2022 and 2027;
- No change to the existing form of traffic control at the study area intersections is necessary to facilitate the increase in traffic as a result of the proposed development.

It is recommended that at a minimum, 1.15 parking spaces per unit be provided. In support of this ratio, occupant parking for each unit should be unbundled from the cost of the unit, with parking for residents limited to no more than 1.0 spaces per unit.

The ultimate parking count will be considered through the detailed design stage of this development and will take this recommendation into account.

In accordance with the above conclusions, the following recommendations have been made:

- The proposed driveway connects to the external road network operate under two-way stop control;
- TDM measures should be incorporated into the proposed development, including:
  - Crosswalks intersecting roadways at 90 degrees where possible;
  - Enhanced pavement markings or materials at crosswalk to improve visibility;
  - All on-site sidewalks conform to the Town of Caledon's design standards and AODA design standards;
  - Circulatory on-site sidewalks be provided to the rear of the building that connect to on-site amenities;
  - Enhance common amenities such as pedestrian amenities and/or pedestrian scale lighting;
  - Provision of a "bike room" for long-term bicycle parking;
  - Provision of secure short-term bicycle parking spaces;
  - Unbundle parking costs from the cost of purchasing units;
  - Provision of wayfinding and travel planning resources provided; and,
  - Reduced minimum parking requirements.
- The parking supply be adjusted to reflect the final unit count; and,
- Occupant parking be unbundled from the cost of the unit and be limited to no more than 1.0 space per unit.

The surrounding transportation network has the capacity to support the proposed development at the current level of intensification, in particular the surrounding area intersections. The proposed development makes efficient use of the existing transit and transportation network.

#### **6.10 Urban Design Brief, dated June 2019, prepared by Weston Consulting**

Weston Consulting prepared an Urban Design Brief on behalf of the applicant, which provides an analysis of the proposed development from an urban design perspective. This brief provide provides a contextual analysis of the subject lands and its role within a *Rural Service Centre*. It evaluates the proposal in light of the Town of Caledon's Official Plan urban design policies and guidelines and explains how the proposed concept achieves key urban design principles. It further



evaluates the subject lands within the context of its compatibility to the surrounding Bolton Heritage Conservation District.

The brief explains how the design of the development will include a variety of transition elements, including a narrow building formation and steps backs on the upper floor, along with building siting and landscaping elements to ensure the proposed development is consistent with and compatible to the surrounding neighbourhood.

The document acknowledges that the proposed conceptual design is preliminary and site-specific architectural materials and sustainable design features will be finalized at the site plan stages of this project.

#### **6.11 Cultural Heritage Impact Assessment & Visual Impact Assessment, July 2019, prepared by ERA Architects Inc.**

ERA Architects Inc. has prepared a Cultural Heritage Impact Assessment (CHIA) to consider the cultural heritage value of the property in its existing condition and to review the proposed development in terms of its impact on heritage resources in Bolton, providing mitigation methods to reduce the visual impact of the development.

The CHIA notes that the subject lands are designated under Part V of the *Ontario Heritage Act*, as part of the Village of Bolton Heritage Conservation District (HCD). The buildings on site are identified as “non-contributing” buildings, thus no longer contributing to the historic character of the village.

The CHIA notes that the proposed development will not have a physical impact on nearby heritage resources of the HCD; however, it will have a visual impact on some of the HCD’s heritage attributes, including its setting and views as described in the HCD Plan.

A Visual Impact Assessment is contained within the CHIA and documents the site’s existing conditions and evaluates the impact of the proposed development within the identified views of the HCD. The building massing was reviewed from five (5) identified ‘viewpoints’ whose defining qualities interpreted by ERA. The Visual Impact Assessment concluded that the proposed development would impact two (2) of the five (5) viewpoints; the first being the built-up area in the valley forming a foreground or mid-ground in the composition, and the second being a gateway at Queen Street South flanked by mature trees.

In order to mitigate the anticipated visual impact of the proposed development, the CHIA recommends the following:

- Modify building mass to reduce its perceived scale in the context of Bolton’s ‘green bowl’ landscape;
- Shift building mass be away from the Queen Street South edge of the lands;
- Strategically position volume to obstruct utility features;



- Minimize hard and straight silhouette lines above the tree line that demarcates the ‘green bowl’;
- Provide a lush and textured landscape to extend the ‘green bowl’;
- Blend and screen any necessary surface parking in to the ‘green bowl’;
- Provide building materials complementary to the District’s character; and,
- Provide high quality architecture that is of its time.

The CHIA concludes that the redevelopment of the subject lands presents a unique opportunity to improve the transition between the Albion & Bolton Community Centre and the Bolton Village Core. Mitigation measures can be put in place to improve the relationship of this development to the HCD and surrounding lands and will be considered through the design development stage.

#### **6.12 Sun Shadow Study, dated June 2019, prepared by Turner Fleischer**

A sun and shadow study was conducted by Turner Fleischer Architects, which analyzed the spring and fall equinox shadow impacts that the proposed development would have on surrounding properties. Both the September 21<sup>st</sup> and March 21<sup>st</sup> shadow diagrams shows that the shadows between 11am and 7pm fall onto the surrounding vegetated area and Highway 50 and as such have no impact on the surrounding area. The shadow at 9am will shadow the residential dwellings to the north of the proposed development, between the subject lands and Elizabeth Street.

The June 21<sup>st</sup> shadow diagram shows that the proposed development will have no impact on any residential dwellings in the surrounding area, and will only cast shadow on the vegetated open spaces and community centre to the north.

The winter solstice produces the longest shadow. The December 21<sup>st</sup> shadow diagram shows that the shadows at 11am and 3pm will impact the residential dwellings to the south between the subject lands and Elizabeth Street, and the residential dwellings on the east side of Highway 50. In summary, the Shadow Study indicates that there is a minor shadowing impact on the surrounding properties in the morning hours. It must be noted that the surrounding area is heavily vegetated, which contributes to existing shadows on these properties.

#### **6.13 Geotechnical Investigation and Soils Report, dated October 2018, prepared by Soil Engineers Ltd.**

Soil Engineers Ltd. was retained to prepare a Geotechnical Investigation and Soils Report for the subject lands that provides an assessment of subsurface conditions and to determine the engineering properties of disclosed soils for the design and construction of the proposed residential development. Slope stability of the subject lands was also assessed to delineate the natural hazards that may affect the proposed development and vice versa.

In summary, the report did not detect major instability of the slope on the subject lands, though the geotechnical findings did recognize and recommend that special consideration for the proposed building design and construction should be implemented. The report also found that subsurface conditions vary on the subject lands, and that should these varying conditions be made apparent during construction, a geotechnical engineer must be consulted to determine whether design and



construction methods and considerations should require revisions. The report provided the following recommendations for the design and construction of the proposed development:

- *The existing topsoil should be removed for building construction, and subsequent to its removal, the topsoil can be reused for landscaping purposes only. The soil must not be buried below and structure or deeper than 1.2 metres below the exterior finished grade so it does not have an adverse impact on the environmental well-being of the developed area;*
- *The existing earth fill should be removed and sorted free of organics, topsoil or deleterious fill prior to its reuse on-site for structural backfill;*
- *Any excavations must be completed in accordance to O.Reg. 213/91. Proper backing slope must be achieved, and if it cannot be achieved temporary shoring will be required;*
- *Bulk excavation must be completed in order to expose the subgrade soil below the foundation level, which is anticipated to be capable of supporting the proposed structure on conventional footings. If it is not capable of supporting the proposed development's structure, a geotechnical engineer must be consulted to determine further revisions;*
- *Perimeter subdrains and damproofing of the foundation walls are required for the substructure, and all subdrains must be encased in a fabric filter to protect them against blockage by silting; and*
- *Retaining walls will be required between the outdoor parking lots due to the difference in final grading. These walls are recommended to be designed for stability considerations.*

The report recommends that the proposed development is suitable for the subject lands, and that through the implementation of the above that any slope stability and geotechnical issues can be sustainably and appropriately mitigated. As recommended, should any changes or differences in subsurface conditions from what was reported occur, a geotechnical engineer will be consulted to determine appropriate revisions to the mitigation recommendations outlined in the Geotechnical Investigation and Soils Report.

## **7 Planning Policy Framework**

The following sections outline the applicable planning policy regime and provide an evaluation of the proposed development in the context of the existing policy framework. The following policies have been considered in this report:

- Planning Act, R.S.O. 1990, c.P.13;
- Provincial Policy Statement (2014);
- Growth Plan for the Greater Golden Horseshoe (2017);
- Region of Peel Official Plan (2016);
- Town of Caledon Official Plan (2018); and
- Town of Caledon Zoning By-law 2006-50.

### **7.1 Planning Act, R.S.O. 1990**

The Planning Act regulates land use in Ontario by describing how land uses may be controlled, and who may control them. Section 2 of the Planning Act sets out policies related to matters of



provincial interest and as such must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

## **Section 2 – Provincial Interest**

*The Minister, the council of a municipality, a local board, a planning board, and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

- (a) the protection of ecological systems, including natural areas, features, and functions;*
- (b) the protection of the agricultural resources of the Province;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use, and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services, and matters to which this Act applies;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*

The policies and direction of Section 2 of the *Planning Act* inform the Provincial Policy Statement and matters of provincial interest, thereby ensuring that consistency with the PPS equates to consistency with Section 2. The Provincial Policy Statement is given consideration in Section 7.2 of this report. In my opinion, the proposed development has regard to matters of provincial interest.

## **7.2 Provincial Policy Statement (2014)**

The Provincial Policy Statement (PPS) came into effect on April 30, 2014. It was approved under the authority of Section 3 of the *Planning Act*, which requires that decisions affecting land use





planning matters “*shall be consistent with*” the PPS, which includes policy direction on all matters of provincial interest. The PPS aims to permit appropriate development while ensuring that resources of provincial interest, public health and safety and the quality of the natural environment are protected.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires municipalities to plan for an appropriate range and mix of land uses throughout the province.

Section 1.0 includes policy direction related to “*Building Strong Communities*” and is applicable to the development of the subject lands. It encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. The proposed development makes efficient use of currently underdeveloped lands and existing infrastructure through intensification.

### **Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

Section 1.1.1 includes general requirements for development in Ontario:

#### ***1.1.1 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 range and mix of residential (including second units, 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 cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- (f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- (h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

Another key objective of the PPS is to encourage the intensification and redevelopment of underutilized sites to make efficient use of existing land, facilities and infrastructure.



The proposed development supports a more intensified and efficient use of underutilized lands through the provision of additional residential units in an alternative housing type within the area. It will create a built form that supports increased density, allowing for additional housing types that are not prominent in the area where infrastructure, transportation and other public service amenities are already in place.

The subject lands are located within the Toronto and Region Conservation Authority's Conceptual Regulated Area under O.Reg 166/06, and are affected by a perceived natural hazard area. The proposed development will ensure public health and safety regarding the perceived natural hazard area in accordance with the recommendations provided by the technical reports and studies enclosed within this submission.

The PPS requires that new development be directed to existing built-up areas, rather than implementing growth in within Greenfields, to ensure the conservation of land, biodiversity, and the protection of the environment. The proposed development is in line with these PPS directives, and displays characteristics that are supportive of accommodating and providing for a mix of residential uses in the Town of Caledon and Region of Peel, prior to the expansion of Settlement Areas.

The proposed residential density can be supported by existing and proposed services as outlined in the Functional Servicing Report prepared by Calder Engineering Ltd. The proposed development's densities support current community facilities in proximity of the subject lands, the current and planned functions of Queen Street South and King Street West corridors, and Bolton Core node.

The subject lands are located within an existing *Settlement Area* and are subject to the following policies of Section 1.1.3 with respect to *Settlement Areas*:

- 1.1.3.1 *Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.*
- 1.1.3.2 *Land use patterns within settlement areas shall be based on:*
  - a) *Densities and a mix of land uses which:*
    - 1. *efficiently use land and resources;*
    - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;*
    - 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
    - 4. *support active transportation*
    - 5. *are transit-supportive, where transit is planned, exists or may be developed; and,*
    - 6. *are freight-supportive; and,*
  - b) *A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.*



- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for 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.*

*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*

- 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.*

- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The PPS defines *Intensification* as follows:

***Intensification:*** means the development of a property, site or area at a higher density that currently exists through:

- a) *Redevelopment, including the reuse of brownfield sites;*
- b) *The development of vacant and/or underutilized lots within previously developed areas;*
- c) *Infill development; and,*
- d) *The expansion or conversion of existing buildings.*

The proposed development represents a form of intensification as it is redeveloping an underutilized lot at a higher density that currently exists in within Caledon's urban area. The PPS recognizes that the achievement of growth in settlement areas requires intensification and redevelopment in areas that are well served by existing infrastructure and public facilities. The proposed development is a form of infill development within a *Settlement Area* that will utilize underdeveloped land and existing infrastructure in an existing developed area at the edge of the built boundary and adjacent to the Greenbelt boundary.

### **Housing**

Section 1.4 of the PPS emphasizes the importance of providing an appropriate mix of housing and densities to meet the current needs and projected growth of the community. The following policies are applicable to the development of the subject lands:

- 1.4.1 *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*



*a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

**1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:**

*a) establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households;*

*b) permitting and facilitating:*

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
- 2. all forms of residential intensification, including second 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; and*

*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.*

The PPS encourages that a range and mix of housing types and densities be provided in order to meet the current and projected needs of residents and future residents. The proposed development adds a mix of serviceable housing units to the planned build-out of lands within the Town of Caledon's Urban Boundary within proximity to the Queen Street and King Street corridors.

It meets the PPS directive of guiding the development of new housing towards locations where the appropriate level of infrastructure and public service facilities exist. It efficiently utilizes serviced lands and supports overall forecasted residential growth levels.

In summary, the proposed development is consistent with the policies of Section 1.4 of the PPS



### **Sewage, Water and Stormwater**

In support of the proposed development, GHD Engineering have prepared a Functional Servicing and Stormwater Management Report. The report has considered the appropriate policy and regulation of the Province, Region, and Municipality. The following policies are relevant:

*1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*

*1.6.6.7 Planning for stormwater management shall:*

- a) minimize, or, where possible, prevent increases in contaminant loads;*
- b) minimize changes in water balance and erosion;*
- c) not increase risks to human health and safety and property damage;*
- d) maximize the extent and function of vegetative and pervious surfaces; and*
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.*

The proposed development will efficiently utilize existing services and has access to existing infrastructure, including servicing capacity as demonstrated through the Functional Servicing Report composed by Calder Engineering Ltd.

### **Transportation Systems**

Section 1.6.7 provides policy directives to ensure that planning authorities plan for effective transportation systems that are coordinated with land use planning decisions to support the use of transit and active transportation. The relationship between transportation infrastructure and growth management is a primary consideration found throughout the PPS. The proposed development is consistent with the following policies of the PPS:

*1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

*1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*





*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

*1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.*

The proposed development is in a transit supportive neighbourhood, and adjacent to Major Regional Roads. The areas surrounding the subject lands are currently operating with general satisfaction at AM and PM peak hours, and with the introduction of the proposed development, those levels are expected to continue to operate sustainably.

The proposed development includes TDM measures intended to assist in mitigating the site's transportation and parking impacts. As concluded in the Transportation Impact Study completed by Paradigm Transportation Solutions Limited, the reduction in parking spaces is reasonable and justified in comparison to the similar site makeup of the mid-rise building, the proximity to an efficient public transit system, and the proximity to walkable amenities. Reduced parking supply will continue to encourage alternate modes of travel, consistent with the objectives of the PPS.

### **Long-Term Economic Prosperity**

The PPS provides policy direction for municipalities to achieve long-term economic prosperity. The following policies are relevant:

*1.7.1 Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- e) promoting the redevelopment of brownfield sites;*
- f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- g) providing opportunities for sustainable tourism development;*
- h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;*



- i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;*
- j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
- k) encouraging efficient and coordinated communications and telecommunications infrastructure.*

The proposed development is supportive of the long-term growth of the Region and the Town as it provides adequate housing opportunities located near private-vehicular and public transportation systems. End-users of the subject lands will have access to jobs and other local and regional opportunities and resources that directly support the local economic prosperity of the area. Its adaptive site design and built form instills a sense of place of the immediate neighbourhood context by encouraging appropriate utilization of underutilized land adjacent to major roadways and providing adaptability in dwelling and tenure types that are supportive of the long-term adaptability of housing.

The development proposal's diverse and compact built form optimizes the use of land and supports the Town's ability to further improve on the availability of land resources to accommodate future growth. The introduction of an 8-storey, 159-unit residential condominium building abutting Bolton's core area, within the Town of Caledon's *Urban Boundary*, adjacent to *Major Road(s)*, and in a community mainly slated for intensification, will support and stimulate economic growth along this important transition area.

### **Energy Conservation, Air Quality, and Climate Change**

The PPS provides policy direction that directs municipalities to plan for energy conservation, air quality, and climate change. The following policies are relevant to achieving those directives:

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*
- a) promote compact form and a structure of nodes and corridors;*
  - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
  - c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
  - d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities, and marine facilities;*
  - e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
  - f) promote design and orientation which:*
    - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*



2. *maximizes opportunities for the use of renewable energy systems and alternative energy systems;*
- g) *maximize vegetation within settlement areas, where feasible.*

The proposed development promotes energy conservation in the reduction of greenhouse gas emissions and climate change adaptation through its land use development and site configuration patterns. The intensification of the underutilized subject lands supports key policy directives that encourage compact built form along corridors and at nodes. The site's location at the edge of the built boundary and along a regional corridor with transit and active transit capacity gives residents of the proposed development the opportunity to consciously choose transportation alternatives that are supportive of the long-term preservation and conservation of the environment.

### **Natural Heritage**

Section 2.1 of the PPS provides direction for areas containing Natural Heritage features and areas and includes the following policies:

- 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 ground water features.*
- 2.1.3 *Natural heritage systems shall be identified in Ecoregions 6E & 7E<sup>1</sup>, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 2.1.4 *Development and site alteration shall not be permitted in:*
  - a. *significant wetlands in Ecoregions 5E, 6E and 7E<sup>1</sup>; and*
  - b. *significant coastal wetlands.*
- 2.1.5 *Development and site alteration shall not be permitted in:*
  - a. *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E<sup>1</sup>;*
  - b. *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>1</sup>;*
  - c. *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)<sup>1</sup>;*
  - d. *significant wildlife habitat;*
  - e. *significant areas of natural and scientific interest; and*
  - f. *coastal wetlands in Ecoregions 5E, 6E and 7E that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 2.1.6 *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*



- 2.1.7 *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The proposed development is consistent with the above noted natural heritage policies of the PPS as all development will be located outside of the natural heritage feature areas. In accordance with the Environmental Impact Study prepared by CIMA+, the proposed development does not display major environmental impacts on the environmental attributes of the subject lands or adjacent lands based on a rigorous assessment against applicable land use policies and regulations. This report will be discussed in greater detail in Section 6 of this Planning Justification Report.

### **Hazard Lands**

With respect to Section 3.1 of the PPS which provides direction on Natural Hazards, the following policies are of relevance:

- 3.1.1 *Development shall generally be directed to areas outside of:*
- a. *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
  - b. *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
  - c. *hazardous sites.*

All development will be located outside of hazard lands and as such meet the above-noted policies.

### **Summary**

Based on our review of the applicable policies of the PPS, it is our opinion that the proposed development is consistent with the PPS, as it is located within an existing Settlement Area and is situated within the built-up area of the Town of Caledon. The proposed development provides the opportunity to establish appropriate development into the Region of Peel's Rural System.

The PPS promotes development and intensification within these boundaries in a compact urban form to make efficient use of existing infrastructure and public services. The proposed development supports the efficient use of land and provides additional development density in a built form unique to the area in order to provide a diversified range of housing opportunities. It is supportive of the long-term growth and economic goals of the PPS and of the Region and the Town.



The development proposal promotes the utilization of active transportation and public transit services through its location adjacent to the Village of Bolton's downtown, and within the Region's Rural Service Centre. It will support key PPS policies that seek to minimize the length of vehicle trips, support alternative transportation modes, encourage complete and compact communities, and fulfil the Region's goal of sustainable development in its communities.

Further to the above, the proposed development is consistent with the policies of the PPS in relation to development efficiency, housing provisions, transportation, and intensification as the subject lands are located within the built-up area. The PPS supports development in such locations that have appropriate regard for surrounding land uses, support efficient use of land and existing infrastructure and transportation options, provide additional housing options within the community and are sensitive to the natural heritage features located in the adjacent area.

In summary, it is our opinion that the proposed development is consistent with the PPS as it will offer more affordable and diverse housing options a variety of amenities and services. The proposed development is supportive of the long-term growth and prosperity of the local community, the Town of Caledon and the Region of Peel.

### **7.3 Places to Grow – Growth Plan for the Greater Golden Horseshoe (2019)**

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was approved under subsection 7 (6) of the *Places to Grow Act* on May 1, 2019 and came into effect on May 16, 2019, replacing the 2017 Growth Plan. The 2019 Growth Plan builds on the success of the 2006 Growth Plan and responds to key challenges faced by the Greater Golden Horseshoe over the coming decades through the provision of enhanced policy direction.

The following is a summary of the policies applicable to the proposed development and how they have been addressed.

#### Guiding Principles

Section 1.2.1 of the Growth Plan provides the guiding principles for development within the Greater Golden Horseshoe, which are as follows:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*





- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and land form systems, features, and functions.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving people towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

The proposed development will contribute to the achievement of a complete community that is designed to support healthy and active living and meets the daily needs of future residents and those in the surrounding area. The proposed development conforms to these guiding principles by providing a more compact form of development than currently exists on the subject lands while utilizing the City's existing infrastructure and providing for an alternative housing choice that will appeal to different and diverse communities.

### **Managing Growth**

The Growth Plan prescribes policies that direct where and how the Province should grow through the development of real property and land. Its main objectives are met by categorically determining the level of density and intensification that should be sought or supported within urban growth centres, strategic employment areas and settlement areas, to ensure that the Province grows in a sustainable and equitable manner.

Section 2.2.1 provides policy direction on how to appropriately manage growth within the GGH. As the subject lands are located within a *settlement area*, growth will be focused within delineated built-up areas, strategic growth areas, locations with access to existing or planned higher order transit and areas with existing or planned public service facilities, in accordance with Policy 2.2.1.2.c.

The proposed development supports the Growth Plan's directive for managing growth as the proposal seeks to intensify an underutilized property in the built-up area while offering a wider range of housing choices to the community. The proposed development can be facilitated on full municipal services and is within a defined *settlement area*.

Section 2.2.1.4 speaks to the application of the Growth Plan's policies to support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenience access to local stores, services and public service facilities;*
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*



- c) *Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all states of life, and to accommodate the needs of all household sizes and incomes;*
- d) *Expand convenience access to:*
  - i. *A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *Public service facilities, co-located and integrated in community hubs;*
  - iii. *An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *Healthy, local, and affordable food options, including through urban agriculture;*
- e) *Provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *Mitigate and adapt to climate impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *Integrate green infrastructure and appropriate low impact development.*

The proposed development will contribute to creating a complete community that will provide the opportunity for varied housing forms compared to the existing housing supply. The high quality and compact built form allow for the co-location of service facilities to be utilized by the residents of the development.

The proposed built form meets the prescribed density targets and intensification policies while displaying attractive and functional site design that is suitable for its overall context. The subject lands are near to public transit, community facilities, and are along a developing outer edge of the built boundary and settlement area. The proposed development will promote active transportation and supporting a reduction in greenhouse gas emissions through intensification principles.

### Housing

Section 2.2.6 of the Growth Plan speaks to the provision of Housing. Section 2.2.6.1 states the following:

- 1. *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
  - a. *Support housing choice through 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; and,*
    - ii. *Establishing targets for affordable ownership housing and rental housing*
- 2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities 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 of 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.*

The proposed development aligns itself with housing strategies that support the achievement of the minimum intensification and density targets are required to support the achievement of complete communities and density, intensification, and diversity of housing stock. The proposed multi-unit residential development is supportive of the overall objectives of the Growth Plan and Section 2.2.6.2, as it is located adjacent and near transit infrastructure, community facilities, adjacent to the Village of Bolton core area, and within a Rural Service Centre. It provides an appropriate mechanism to achieve the policies of intensification and density, provides for a range and mix of housing options, and plans to diversify Peel Region and the Town of Caledon's overall housing stock.

The Growth Plan supports the principles of *complete communities* and has determined that developments should accommodate a diverse range of household sizes and incomes. The subject lands are supportive of Section 2.2.6.3 of the Growth Plan and will implement a variety of and mix of unit sizes that will accommodate diversity in household size and income. The ultimate configuration of unit type and size will be determined through the detailed design stage.

### **Moving People**

Section 3.2.3 of the Growth Plan includes the following policies pertaining to transit and inter-modal transportation:

- 2) All decisions on transit planning and investment will be made according to the following criteria:*
  - a) aligning with, and supporting, the priorities identified in Schedule 5;*
  - b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
  - c) increasing the capacity of existing transit systems to support strategic growth areas;*
  - d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
  - e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
  - f) increasing the modal share of transit; and*
  - g) contributing towards the provincial greenhouse gas emissions reduction targets.*
- 3) 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;*
  - b) *Be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
  - 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;*
- 4) *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
- a) *safe, comfortable travel for pedestrians, bicyclists, and other uses or active transportation; and*
  - b) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.*

The subject lands are located in adjacent to two major regional roads that maintain regional transit infrastructure for the movement of people throughout the region, connecting people to and from neighbourhoods to urban growth centre, major transit station areas and other strategic growth areas.

In addition to public transit infrastructure, the subject lands are located in proximity to a pre-existing regional road that provide intra- and inter-regional access for residents of the Village. The proposed development supports the Province's policy directive for transportation-oriented development.

#### Stormwater Management

Section 3.2.7 of the Growth Plan applies to Stormwater Management. The Growth Plan requires that proposals for large-scale development proceeding by way of site plan (amongst other pathways) be supported by a stormwater management plan that:

- a) *is informed by a subwatershed plan or equivalent;*
- b) *incorporates an integrated treatment approach to minimize stormwater management flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
- c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and,*
- d) *aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

The proposed development can be appropriately serviced as identified by the Functional Servicing and Stormwater Management Report prepared by Calder Engineering, and allows for the efficient use of existing infrastructure and transportation services in the vicinity of the subject lands.



The Growth Plan plans for the future of the region by directing municipalities to ensure that growth is accommodated with adequate municipal water and wastewater systems. These systems are to be planned, design, constructed or expanded to accommodate growth within the region. The proposed development on the subject lands can be accommodated within the community's water and wastewater system.

Within Section 4.2 of the Growth Plan, detailed policies are provided for protecting what is valuable within the Growth Plan area. Section 4.2.1 relates to Water Resource Systems and states that water resource systems will be identified to provide for the long-term protection of key hydrologic features, key hydrologic areas and their functions (Section 4.2.1.2).

Section 4.2.2 provides policies governing Natural Heritage Systems. Section 4.2.2.3.a) and states that new development or site alteration within the Natural Heritage System for the Growth Plan will demonstrate that:

- i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- ii. connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
- iii. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*
- iv. except for the uses described in and governed by the policies in subsection 4.2.8, the disturbed area, including any buildings and structures, will not exceed 25 per cent of the total developable area, and the impervious surface will not exceed 10 per cent of the total developable area;*
- v. with respect to golf courses, the disturbed area will not exceed 40 per cent of the total developable area; and*
- vi. at least 30 per cent of the total developable area will remain or be returned to natural self-sustaining vegetation, except where specified in accordance with the policies in subsection 4.2.8;*

Notwithstanding, Section 4.2.2.1 states that the Natural Heritage System for the Growth Plan excludes land within the settlement area boundary as approved and in effect as of July 1, 2017. As the subject lands are located within the settlement area boundary, it is not subject to the Natural Heritage System policies of the Growth Plan.

Section 4.2.2.6 states that, beyond the Natural Heritage System for the Growth Plan (including within settlement areas), a municipality will continue to protect any other natural heritage features and areas in the manner required by the PPS.





In accordance with the Environmental Impact Study prepared by CIMA+, the proposed development will have no impacts on key natural heritage features or key hydrologic features or their functions. Further, the proposed development will not interrupt connectivity along the system, given their location abutting Highway 50, a human-made buffer and interruption to the connectivity of the system in the area. Further to the detailed technical reports and studies prepared in support of this development, the above-noted policies are not applicable.

Further to the above, the policies of Section 4.2.3 Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features and Section 4.2.4 Lands Adjacent to Key Hydrologic Features and Key Natural Heritage Features are not applicable as the subject lands are located within a settlement area.

### **Summary**

The subject lands are located within the delineated Built-up Area and they represent a key opportunity for growth and intensification within an existing Settlement Area and contemplation of development at the edge of those boundaries. The proposed development will contribute to the Town of Caledon and the Region of Peel's efforts to meet its growth targets through the intensification of these underutilized lands along a corridor planned to accommodate growth. The proposed development of the subject lands will achieve the requirements for a complete community based on the proposed built form, access to transit, walkability, and proximity to amenities.

The Growth Plan directs that intensification is promoted throughout the Greater Golden Horseshoe in an effort to ensure the efficient use of land, resources and community infrastructure. The proposed development includes a compact and efficient urban form which can be appropriately serviced by existing infrastructure, as demonstrated in the Functional Servicing and Stormwater Management Report prepared by Calder Engineering Ltd.

The proposed high density apartment-built-form is not found within the immediate neighbourhood. Therefore, the proposed development will contribute to a greater mix of housing opportunities in the area and will build up the remaining parcel at the edge of the Town's Built-up Area, Rural Area, and Settlement Area boundaries.

It is our opinion that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.

### **7.4 Region of Peel Official Plan (December 2016 Consolidation)**

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996, and those sections not under appeal came into effect as of October 1, 1997. ROP has been updated through a series of Regional Official Plan Amendments since this time, which have been considered within this Planning Justification Report.

The Region of Peel's *Regional Structure* is composed of a *Rural System* and *Urban System*. The ROP mandates that the majority of the Region's growth be forecasted to the year 2031 and to



occur within the *Urban System*, however, the Region recognizes historical development and settlement patterns, and directs that growth and intensification also be allocated for within built-up areas (*Settlement Areas*) of *Rural System* communities. This will assist in maintaining the sustainability of those communities and the Region.

The ROP adds value to the planning and development process within the Region, and its policies aim to achieve the goals of Regional Council and the over-arching guiding principles of the *Growth Plan*, that encourages the building of compact, vibrant and complete communities with a balance of jobs and housing (Section 5.5). The ROP aims to instill themes of sustainability and sustainable development that accentuate environmental, social, economic and cultural imperatives particular to Peel's demographic composition. These imperatives correlate with the ROP's goals for sustainable development and enhancing the lives of its residents contained in Section 1.3.6 of the ROP, and are outlined as the following:

- Creation of healthy and sustainable regional communities for those living and working in Peel which is characterized by physical, mental, economic and social well-being; minimized crime, hunger and homelessness; a recognition and preservation of the region's natural and cultural heritage; and an emphasis on the importance of Peel's future as a caring community;
- Recognition, respect, perseverance, restoration and enhancement of important ecosystem features, function and linkages;
- Enhancement of the environmental well-being of air, water, land resources and living organisms;
- Manage and stage growth and development in accordance with the financial goals and overall fiscal sustainability of the Region; and
- Support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

The ROP identifies and builds upon the uniqueness of each community in the Region, and strategically directs growth to those communities, addressing imminent planning issues, including accommodating for various demographics and populations. The overarching vision and growth policies of the ROP are consistent with Provincial policies and as such growth is to be limited and directed to already built-up, or communities that are equipped for growth and intensification.

The Region of Peel Official Plan conforms to Provincial policy directing municipalities to plan for and forecast their respective household population and job growth into the future and requires that growth be accommodated appropriately through land use planning and availability of development ready lands.

## **Chapter 2: The Natural Environment**

Chapter 2 of the Region of Peel Official Plan (ROP) prioritizes the identification and protection of the region's natural and cultural heritage resources, including the Region's Greenlands System, air quality and watersheds. The subject lands are located within the Humber River Watershed and



the West Humber River Watershed, and are proximal to other natural heritage features. The subject land's attributes are captured within the ROP's *Greenlands System* policies.

The Region of Peel's *Greenlands System* is comprised of, among others, ANSI's, Environmentally Sensitive or Significant Areas (ESA's), the Escarpment, Oak Ridges Moraine, wetlands, woodlands, and valley and stream corridors. None of the above components listed are present on the subject lands, however, woodland and corridor on the forested slope adjacent to the subject lands to the west meets the definition of *Greenlands System* components.

The policies of the ROP indicate that development and site alteration shall be prohibited in core areas of the *Greenlands System*, however, the core area of the *Greenlands System* is not located on the subject lands, as identified by an EIS composed by CIMA+. Therefore, the development application would not be contravening the policies of the Regional Official Plan.

The proposed development is in an urbanized area and was evaluated for potential impacts to nearby natural features and functions, as well as existing on-site vegetation. In general, impacts can result from site alterations associated with intensification. There are no significant natural heritage features on the subject lands, rather only adjacent to site. Additional detail can be found in Section 6 of this report and contained within the Environmental Impact Statement prepared by CIMA+.

### **2.2.3 Air Quality**

Air quality has been identified by the Section 2.2.3 of the ROP as a significant issue which can negatively affect human health, the environment and economy. Air pollution comes from several natural and human sources which include industry, transportation, heating and cooling, dust and forest fires. The Region can create healthier and sustainable communities through improved land use and infrastructure planning processes. A key objective of the ROP is contained in Section 2.2.3.2.2, which states that the Region strives "*to promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns*".

The proposed development promotes the creation of healthier and sustainable communities by enhancing the air quality of the Region of Peel through compact built forms and discouraging growth, intensification and residential development in under-developed communities of the *Greenlands System*, *Rural System*, and the Province's *Greenbelt*. The subject lands promote sustainable development by ensuring compact infill development patterns on an underutilized parcel of land located proximal to existing services in such a manner that future residents can limit their automobile trips, should they choose.

### **2.2.4 Watersheds**

The subject lands are located within the TRCA's *Humber Watershed* and the *West Humber Subwatershed* within the Region of Peel. Peel's abundance of ground and surface water resources are identified and should be enhanced up-stream in order to decrease the impact and intensity of



land uses on natural systems in urbanized areas. The Region of Peel requires that development proposals conform to existing provincial guidelines for watershed and subwatershed plans.

Under O.Reg 166/06, the TRCA regulates development, interference with wetlands and alterations to shorelines and watercourses. Specifically, the TRCA employs five tests under Section 8.2.3 of their *Living City* policies, that ensure that development does not the watershed. The five testes are to determine levels of flooding, erosion, dynamic beaches, pollution and conservation of land. An Environmental Impact Assessment was composed by environmental engineering consultant C/IMA+ and have determined that the TRCA's five tests were met and as such the proposed development will not impact the watershed area.

#### **2.4 Natural and Human-Made Hazards**

In accordance with Section 2.4 of the ROP, flood plains and hazard lands along ravine, valley, river and stream corridors post threats to human life and risk of damage to property. These natural hazards or potential hazards are thus due to the hazard associated with their susceptibility to flooding, erosion and/or unstable slopes.

Section 2.4.1 provides General Objectives of the ROP and states that:

- 2.4.1.1 *To ensure that development and site alterations are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage.*
- 2.4.1.2 *To encourage a coordinated approach to the use of the land and the management of water in areas subject to flooding in order to minimize social disruption.*
- 2.4.1.3 *To ensure that methods used to protect existing development at risk from natural hazards, do not negatively impact the integrity of the ecosystem.*

#### **2.4.4 Ravine, Valley, Stream Corridors and Erosion Hazards**

The following policies are relevant to the proposed development.

- 2.4.4.1 *To prevent or minimize the risk to human life and property associated with erosion and/or slope instability.*
- 2.4.4.2 *It is the policy of Regional Council to:*
  - 2.4.2.1 *Direct the area municipalities, in consultation with the conservation authorities, to include policies consistent with the policies of this Plan, and mapping in their official plans in order to:*
    - a) *identify flood plains, hazardous lands, hazardous sites, known human-made hazards and lands that are regulated under the Conservation Authorities Act;*



- a) identify permitted uses and minimum setback standards; and*
- b) regulate land uses within and adjacent to floodplains, hazardous lands, hazardous sites, human-made hazards and lands that are regulated under the Conservation Authorities Act.*

**2.4.4.2.3** *Direct the area municipalities, in consultation with the conservation authorities, to prohibit development and site alterations within the erosion hazard limit, unless all of the following have been met:*

- a) the erosion and/or slope instability hazards can be safely addressed;*
- b) new or existing hazards are not created or aggravated;*
- c) no adverse environmental effects will result;*
- d) vehicles and people have a way of safely entering and exiting the area during time of erosion emergencies; and*
- e) development and site alterations are carried out in accordance with established standards and procedures.*

In support of the proposed development, Soil Engineers Ltd., have prepared a Geotechnical and Slope Stability Investigation Report. In addition, CIMA+ has provided a Review of Valley Feature Report on the Humber River Floodplain. The reports take consideration of appropriate policy and regulation of the Province, Region, Municipality, and Conservation Authority.

The Soil Engineers Ltd., Report notes that the subject lands display a stable slope, and upon completion of bulk excavation for building construction, the subgrade below the foundation level is anticipated to consist of silty clay and silty clay till, which is generally stiff and hard in consistency, and suitable for the proposed development. In addition, it has been noted that the proposed development should not have any adverse effect on the stability of the slope during construction and beyond provided that the recommendations of the report are followed.

CIMA+ has stated that the slopes on the site are generally flatter than those found on the adjacent sections of the valley wall, and the vegetation on the site is not typical of forest cover on valley walls. They conclude that the grades that exist on the site do not preclude or constrict the implementation of a multi-unit residential building where a combination of the building itself, parking garages and/or retaining walls may be used to establish grades suitable for both access and construction. They have noted that a similar type of development can be found locally at the south east corner of King Street West and Station Road in Bolton.

The proposed development adheres to O.Reg 166/06, meeting all development requirements instated by the TRCA, which strictly prohibits development within river valleys, unless the TRCA





is of the opinion that their five tests are met (flooding, erosion, dynamic beaches, pollution, and conservation of land).

The Reports state that no adverse environmental effects will occur from the implementation of the development and that no new or existing hazards will be created or aggravated. The built form and retaining walls will be installed in consideration of stability and differences in grading on the subject lands. Overall, the proposed development does not adversely affect the perceived natural hazard on the subject lands, and development and site alterations will be carried out in accordance with established standards and procedures. The proposed development conforms with the above-referenced policies of the Region of Peel Official Plan.

#### **5.4 Rural System**

The subject lands are located within the *Rural Service Centre* designation. The subject lands are located outside of the *Regional Urban Boundary* and *Urban System* and are within the *Rural System*. The *Rural System* is outlined in the ROP as an area with diverse natural and rural landscapes, that contain attractive and dynamic rural communities, and a place that contributes toward the overall social quality and economic viability of the region. Development in the *Rural System* is encouraged; however, it is to be limited to certain rural areas, and shall preserve and enhance the quality of the *Rural System* while allowing choices for alternative rural lifestyles (Section 5.4.1.4).

Development within the *Rural System* is to be directed to *Rural Service Centres*, which act as nodes for social and economic prosperity, support for the economic function of *Rural Settlements*, and the *Rural System*, as a whole.

The Region of Peel defines its *Rural System* as containing attractive and dynamic communities, and that the *Rural System* is a vital contributor toward the social qualities and economic viability of the region. Under the guidance of ROP, the *Rural System* should generally achieve healthy rural communities that contain living, working and recreational opportunities, and those opportunities shall be provided through sustainable development within the *Rural System*. The Region's Rural communities are to be maintained and enhanced to ensure the upkeep of the *Rural System* quality of life, and the provision of allowing for choices in alternative rural lifestyles (Section 5.4.1.4).

Particularly relating to the proposed development, the ROP outlines as a general objective within the *Rural System*, to “provide for the needs of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age” (Section 5.4.1.7). This general objective stems from overarching demographic and social phenomena and Provincial policy, and the ROP provides vehicles for which development can address prevalent sociological issues, such as aging population and the availability of affordable housing and services. As such, the ROP further ensures that development proposals are consistent with the objectives and policies that encourage further development opportunities that addresses a wide range and mix of housing opportunities and levels of affordability.



Figure 7 - Schedule D Region of Peel Official Plan

### 5.4.3 Rural Service Centres

As stated previously, the subject lands are identified as a ‘*Rural Service Centre*’ per *Schedule D, Regional Structure* (Figure 9). The Region contains three (3) *Rural Service Centres*, which have the intent to serve as the primary focus for growth within the Rural System and provide for the development of a wide range and mix of uses and activities, including residential, commercial, recreational land uses (Section 5.4.3). The vast majority of growth, development and intensification within the *Rural System* are to be directed within *Rural Service Centres* (5.4.2.2) and should be deterred from other areas of the *Rural System*. The following objectives and policies are relevant to the proposed development



- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life throughout proper design and effective use of the built environment.*
- 5.4.3.1.2 *To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*
- 5.4.3.1.4 *To provide within Rural Service Centres opportunities for a wide range of goods and services for those living and working within the Rural System.*

The development proposes appropriate and suitable levels of intensification and growth that is an improvement to the overall quality of life of the Bolton *Rural Service Centre*, as it provides the opportunity for the centralization and concentration of goods and services for those living and working with community, the Region and the *Rural System*.

In addition, it has been clearly identified in the Cultural Heritage Impact Assessment prepared by ERA Architects that the proposed development can seamlessly enhance the distinct character and cultural attributes of the surrounding area given the consideration given to neighbouring buildings, including height, massing, scale and materiality, and provided that adequate screening is provided to ensure minimal visual impact.

Section 5.4.3.2.4 of the ROP requires that the Town of Caledon include policies for three of the Region's *Rural Service Centres*, addressing the following:

- e) *The intended role, function and distinct character of each Rural Service Centre;*
- f) *The population and employment forecasts for the year 2013;*
- g) *The Regional greenfield density and intensification targets;*
- h) *The policy requirements of the Greenbelt Plan for lands within Towns/Villages and Hamlets in the Protected Countryside;*
- i) *The minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and,*
- j) *Other relevant issues.*

Through the identification of those aspects, the proposed development is appropriate for the intended role, function, and character of the Bolton *Rural Service Centre*, as it provides the opportunity to meet the varying demographic needs of the population of the community and the region through the provision of additional housing units in a form not present in the area.

### **5.5.3 Intensification**

The subject lands are located outside of the *Greenbelt Plan Area* and are within the *Settlement Area* of the Region of Peel and the Town of Caledon. As mentioned in Section 5.5.3 of the ROP, the *Growth Plan* sets out requirements for ensuring that intensification occur within *built-up areas*, and that compact urban form, intensification and redevelopment be encouraged within *Settlement Areas*, and implemented through underutilized lots within developed areas, and infill development.



Intensification within built-up areas must account for a minimum of 40% of all residential development within in the Region and the Province, on an annual basis. The ROP recognizes the importance and advantages of intensification in the Region and provides the following objectives in Section 5.5.3.1:

- 5.5.3.1.1      *To achieve compact and efficient urban forms*
- 5.5.3.1.2      *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3      *To revitalize and/or enhance developed areas.*
- 5.5.3.1.4      *To intensify development on underutilized lands.*
- 5.5.3.1.5      *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban developments.*
- 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.*

Overall intensification policies within the Growth Plan are portrayed in the proposed development, as it provides for:

- Compact and efficient use of the subject lands through an innovative urban form;
- A diverse and compatible mix of residential land uses that is low in supply, and supportive of the neighbourhood context;
- Intensifies underutilized lands and optimizes on the use of existing infrastructure and services in an urbanized context;
- Reduces the dependency on automobiles and the distance of automobile travel by locating close to local services along King Street and Queen Street; and
- Revitalization and enhancement of the local community by providing precedent for more intensive, context sensitive development in on underutilized lands.

In accordance with Section 5.5.3.2.2, the proposed development therefore meets the Region's policy of facilitating and promoting intensification.



Figure 8 - Schedule D3 Region of Peel Official Plan

## 5.8 Housing

The ROP indicates that the provision of housing to meet the full range of needs in Peel has a fundamental influence on the quality of life for its residents. Accordingly, the Region is committed to achieving a supply of accessible, adequate and appropriate housing of all types, sizes, densities and tenures to meet the existing and projected needs for current and future residents. Section 5.8.1 lays out the General Objectives of the Region of Peel as:





- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*

The proposed development represents a new form of high density housing than is typically seen within the Bolton community, thus diversifying the housing stock in terms of types, size, and affordability. The proposed development, as an infill development on an underutilized site, represents a sustainable and efficient type of building that achieves the housing objectives of the ROP.

#### **5.9.4 Major Road Network**

The subject lands are located east of Queen Street South and south of King Street West, which are categorized as “*Major Roads*”, as indicated on “*Schedule E Major Road Network*” in the ROP. The proximity of the proposed development to these major roads will enable the users and residents of the Town to access goods and services, travel within the Region, and throughout the GTA for work and pleasure with greater ease.

The “*Major Roads*” adjacent to the subject lands supports the proposed development and allows for sufficient access and continue support for the economic growth of the Town, Region and its residents and visitors. The proposed development would be in keeping with the policies which support development in areas with existing infrastructure to support growth.

#### **Chapter 6: Regional Services**

As part of the Region of Peel’s scope of responsibilities, the Region is required to adequately and efficiently provide human services that cater to individual needs and for the achievement of sustainable growth in the Region. The Region has mandated that safe, accessible and healthy communities are provided for diversity of demographics and populations. These services include the availability of clean and safe water, adequate wastewater services, and other services that attribute to the social determinants of health, including health care, transportation services, and services that cater to aging populations.

The subject lands are located in an established neighbourhood with available services, including adequate water and wastewater services. The proposed development can be appropriately accommodated through existing water and wastewater infrastructure located adjacent to the subject lands. The proposed development provides services to the local community by adding needed residential units for the aging population.

## Summary

Based on our review, the proposed development is in conformity with the policies and objectives of the Region of Peel Official Plan. Furthermore, the proposed development supports the principles of intensification, healthy and complete communities, the optimization of underutilized land and public transit, and the efficient use of existing infrastructure and services.

The proposed development would intensify an area that has been identified as a strategic area for intensification by Provincial policy documents, the Regional Official Plan and the Town of Caledon Official Plan. The proposed development would provide greater densities in the Rural Area of the region, in proximity to the Village of Bolton's core area and existing and planned regional transit and transportation infrastructure.

### 7.4.1 Region of Peel Growth Management: Population and Employment Projections

The Region of Peel is expected to experience tremendous growth well into the year 2031. Provincial policy states that by the year 2031 a minimum of 60 per cent of all residential development is to occur within the delineated built-up boundaries, and that upper- and lower-tier municipalities should make it policy that these requirements to accommodate growth be available through developable land.

Forecasts serve as the basis for determining Regional services and establishing land requirements to accommodate growth to the year 2031. The forecasts will assist the Region, other levels of government and the private sector when making growth related investment decisions. Population, household and employment forecasts and related provincial directions are to be monitored, reviewed and evaluated at least every five years. The following Table provides visualization of the Region's population, household and employment forecasts for 2021 and 2031:

*Figure 9 - Population, Household and Employment Forecasts for Peel (2021-2031):*

Table 3: Population, Household and Employment Forecasts for Peel <sup>1</sup>						
Municipality	2021			2031		
	Population <sup>2</sup>	Households	Employment	Population <sup>2</sup>	Households	Employment
Brampton	635,000	184,000	280,000	727,000	214,500	314,000
Caledon	87,000	28,000	40,000	108,000	33,500	46,000
Mississauga	768,000	253,000	500,000	805,000	270,000	510,000
<b>Peel</b>	<b>1,490,000</b>	<b>465,000</b>	<b>820,000</b>	<b>1,640,000</b>	<b>518,000</b>	<b>870,000</b>

Notes:

<sup>1</sup> The Province is reviewing the forecasts included in Schedule 3 of the Growth Plan. After Schedule 3 is amended, Table 3 will also need to be amended.

<sup>2</sup> Population figures include the 2001 Census undercount of 4.2%.

The Town of Caledon is expected to grow tremendously between 2021 and 2031, with 19% forecasted growth in population, 13% in employment and 16% forecasted growth in households. The overall proportion of growth in the Town of Caledon throughout all three categories is projected to be greater than growth in City of Brampton and the City of Mississauga.



## 7.5 Town of Caledon Official Plan (2018)

The Town of Caledon Official Plan (herein referred to as the “Town OP”) was consolidated in April 2018 is currently applicable to the subject lands. The Plan is a statement of principles, goals, objectives and policies which guide the future land use, physical development and change, and the effects on the social, economic and natural environment within the Town of Caledon.

The plan contains policies that govern land use in the Town and provide a basis for preparing zoning and other by-laws which implement land use policies within the Plan to carryout establishment of an overall growth management framework for the Town within a 2021 planning horizon.

The Town OP has been brought into conformity with past versions of the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. A comprehensive review of the Town OP is needed to achieve conformity with recent and forthcoming updates to Provincial policy.

The Town OP sets out principles, strategic direction and goals in relation the future direction of the Town’s communities through land use planning regulations and policies. The Plan determines that the Town will grow based on three principles and forecasts of the forces that will affect the Town in the future. The three principles are as follow:

### 2.2.2

- a) *Stewardship of Resources;*
- b) *Settlement Patterns;*
- c) *Managing Growth.*

The Town of Caledon plans for the future of its communities by ensuring that land and resources, which contain landscape features, systems and areas that perform important natural functions or which provide economic and recreational opportunities. The preservation and enhancement of the Town’s rural character is paramount particularly due to the its rural area’s proximity to urban areas.

The following general policies are relevant to the proposed development:

### *Chapter 3      General Policies*

*3.1.2.2      To ensure that new development and redevelopment promotes and integrates the principles of sustainability as detailed in this and other Sections of the Official Plan.*

*3.5.3.5.1      A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.*

*3.5.3.5.2      Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town’s changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel*

*Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.*

- 3.5.3.8.2 *The Town will work with the building industry and other stakeholders towards increasing the number of new residential dwelling units that incorporate universal design features.*



**Figure 10 - Settlement Areas within Town of Caledon**

The Town of Caledon establishes a number of objectives for its settlement areas. These objectives ensure that “community characters are fostered and enhanced, that new growth and a range of services be concentrated and correspond to the hierarchy of settlements, developments have regard for environmental and cultural heritage resources, encouragement of the concentration of industrial and commercial development, and the promotion of safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment



(Section 5.10.2).” The Official Plan notes that the greatest growth and intensification within its boundaries is to occur within the Mayfield West and Bolton *Rural Service Centres*.

The subject lands exist within one of the Town’s exclusive areas where development is designated to occur. Figure 13 below displays the location of the subject lands within one of the Town’s *Rural Service Centre*, an area in which development is not restricted. *Rural Service Centres* are described as “compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town” (Section 5.10.3.2(a)), thus they are located within one of the Town’s exclusive areas where development is designated to occur. The proposed development aligns itself with the Town’s Official Plan strategic direction for the Village of Bolton *Rural Service Centre* by implementing growth and intensification for the development of complete and compact communities.

### **Town Structure and Growth Management**

Section 4.0 of the Town OP, *Town Structure and Growth Management* provides policy direction for the present and planned structure of the Town of Caledon.

The Town of Caledon is described in the Official Plan as a “large rural area containing settlements of various sizes and functions, including a number of emerging urban centres.” The Plan also notes that the Town is “planned as whole and is to function as a complete community, providing the necessary living accommodation, employment and services to its residents.” The future development of the Town of Caledon is planned to be a “complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has a mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.” The proposed development supports the Town of Caledon’s community form and complete communities’ objectives.

The Town OP encourages diversity in its built form and supports opportunities which service the current and future population through a mix of housing and service options. The proposed development is planned to provide housing options that are supportive of the Town OP’s outlook on accommodating diversity and will locate near existing and planned services.

The subject lands are located within the *Rural Lands* designation of the Town’s Official Plan. These lands are important to the sustainability of the Town’s rural and agricultural landscape; however, they are also locations in which growth and intensification can occur. The subject lands are within one of three *Rural Service Centres*, primary growth areas within the Official Plan, which are slotted for growth and intensification, while supporting rural economic development and alternative rural lifestyles. The proposed development on the subject lands supports the implementation of the *Tri-Nodal Growth Strategy* outlined by the Town in the Town OP and allows for the appropriate allocation of intensification and growth within the Town’s *Rural Lands* and the *Rural Service Centres* designation.

Section 4.2 of the Town OP outlines the Plan’s Growth Management and Intensification outlook and how the Plan conforms with Provincial policy and Regional land use policy as it relates to accommodating for growth and intensification through infrastructure and services, and forecasting



for growth in population, household and employment to the 2041 planning outlook. In addition to these components, the Town of Caledon is specifically directed by those policy documents to include policies that manage the growth, and address density and intensification target of *Rural Service Centres* within the *Rural Area* of the Town.

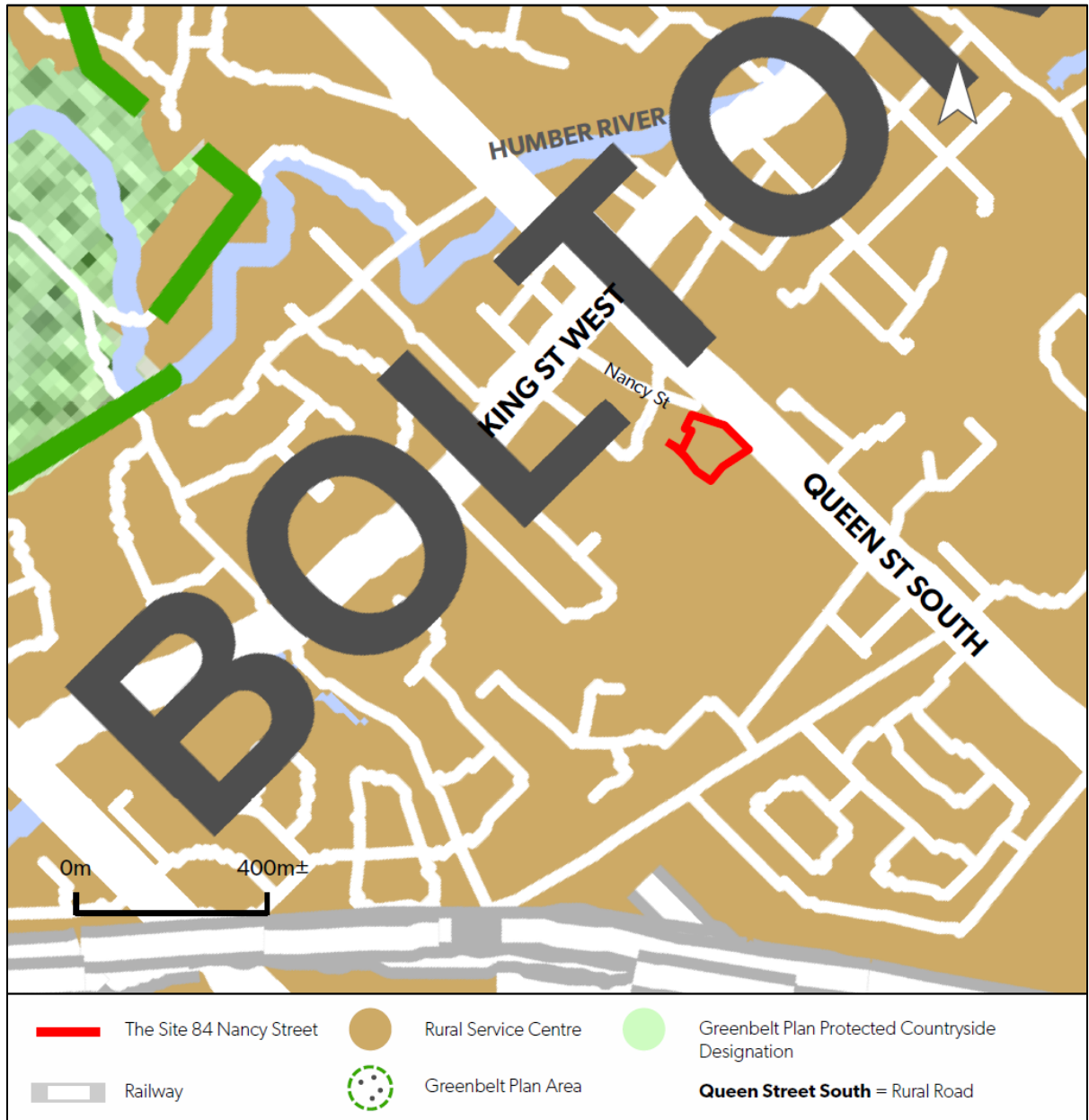


Figure 11 - Town of Caledon Town Structure (Schedule A1)

As determined by its natural and heritage landscape features, the Town of Caledon has limited opportunity for intensification outside of its built-up area; therefore, the Town's built-up areas should benefit from the forecasted growth and level of investment that is appropriate for built-up area. The *Bolton Rural Service Centre* is quoted within the Town's OP as being a primary area for intensification within the built-up area. Growth and intensification within this area and the two other



*Rural Service Centres* are required to make contributions to the achievement of the Regional intensification targets based on the opportunities identified in the Caledon Intensification Strategy.

The subject lands are currently underutilized and are proposed to be provide appropriate intensification of the lands through the provision of increase density that adheres to the overall goals, objectives and land use planning direction of Provincial policy and Municipal Official Plan policies, in relation to accommodating for growth and planning for the present and future population of the Town of Caledon.

### **Town of Caledon Intensification Strategy**

The Town of Caledon developed an *Intensification Strategy* that identifies the opportunities of future development, redevelopment and infill within the Town's built-up area for the 2031-2041 planning outlook. The Strategy was meant to determine the opportunities and constraints of intensification and how intensification will fit with the character of areas in the Town of Caledon. The Strategy noted that four types of intensification will occur in the Town of Caledon, *infill housing, redevelopment, adaptive re-use and addition/expansion*.

The Strategy is supportive of residential intensification policies within the Town OP, which includes sections 3.4.2.2, 5.10.3.14 and 5.10.4.5.2.8. The Strategy aligns itself with the Town's future growth into the 2031 and 2041 planning years. The Strategy has been completed; however, has not received direction from the Town of Caledon Council for policy direction. The implementation of the Strategy will commence once the Town of Caledon initiates its public consultation process for the composition of the Town's 2041 Official Plan, in accordance with Sections 17 and 26 of the Planning Act.

### **4.2.4 Population and Employment Forecasts and Allocations**

The Town of Caledon is expected to grow tremendously, with the majority of its growth occurring within its *Rural Service Centre*, to which the subject lands are located within. The Town of Caledon's Official Plan conforms with Provincial policy, and provides population and employment projections for the 2021 and 2031 planning years for areas within the Settlement Area and outside of the Settlement Area.

The majority of the Town's rural growth and intensification will occur within the *Rural Service Centres* Settlement Area Category / Town's Land Use designation. The Town has mandated through their Official Plan the identification of development patterns and the sensitivity of development onto rural landscapes. *Rural Service Areas* are projected to account for approximately 63% of the Town's population in 2021 and 69% of the population in 2031, and are projected to grow by 20,229 people (27% growth) between 2021 and 2031. Employment is projected to grow by 6,000 jobs between 2021 and 2031.

The proposed development guides development and growth within a pre-existing development context and allows for the Town to achieve its population and employment growth and allocation



goals within appropriate locations, suitably utilize existing infrastructure and support rural economies by generating demand for services by residents.

The subject lands are located within the *Bolton Rural Service Centre's* current settlement boundary. This Town perceives that this settlement area boundary will sufficiently accommodate land needs within Bolton until the year 2021. The Village of Bolton 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 Village of Bolton is designated as 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.

Section 5.10.3.5 of the OP requires that development of settlements ensure the efficient use of services, including municipal water and sanitary sewer infrastructure. A preliminary functional servicing report was composed by Calder Engineering Ltd., that determines that subject lands are fully serviced, and that efficient use of services in accordance with the *Bolton Rural Service Centre* Master Drainage Plan, and the Region of Peel's servicing plans. Adequate and appropriate water and sewer services are available of the subject lands, and the proposed development can be accommodated within the existing system.

The Caledon Official Plan requires that any proposed development “*be compatible with, or enhance, the community character of the settlement area, and that development be compatible with the land use patterns, densities, road systems, parks and open space system, and streetscapes of the community*” (Section 5.10.3.10). The subject lands are underutilized and are located in stable residential neighbourhood, adjacent to major regional road. In addition, the subject lands are located adjacent to the Bolton Community Improvement Plan Area, and to the Bolton Core Secondary Plan, both Official Plan initiatives that encourage intensification and growth through increased densities and redevelopment of underutilized lands. The proposed development is designed in manner that is compatible with adjacent land use patterns and gently introduces density into the community and local neighbourhood. In addition, the subject lands are located at the terminus of cul-de-sac which provides the opportunity to mitigate perceived effects of development on adjacent residential land uses.





Figure 12 - Proximity of Proposed Development to Bolton Core CIP (Schedule C1 of Caledon OP)

The Town of Caledon encourages a mix of densities and housing types within the *Rural Service Centre*. Housing types and net density ranges are to adhere to the following categories, as noted in Section 5.10.3.27.8 of the Caledon Official Plan:



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

*Figure 13 - Town of Caledon Official Plan Density Categories and Housing Types*

The subject lands are proposed to be developed under the Town's high-density category, with approximately 184 residential units/net hectare, thus require an Official Plan Amendment to address this increase in density. Notwithstanding, the proposed development meets all requirements and locational criteria under Section 5.10.3.27.8(b)(iii) for the implementation of high-density residential on the subject lands. The subject lands abut major regional roads (arterial roads) Queen Street South and King Street West, are located less than 200-metres a number of commercial and institutional uses, including the Bolton United Church, and a number uses and services within the Bolton Core Area. Lastly, the subject lands abut parks, open space and commercial facilities – Ted Houston Memorial Park to the southwest, D.C. Computer Inc. along Queen Street, and a number of unnamed open space areas owned by the Town of Caledon and TRCA. The proposed development meets all of the required criteria under the Town OP as it relates to the implementation of high-density residential on the subject lands.

The proposed development is also proximal to Regional transit and is supportive of current and planned public transit in proximity of the subject lands. The proposed development supports the overall vision of *Rural Service Centres* policies, land use planning policy at the local, regional and provincial level's goal to provide for a mix of incomes and diversity of households, and existing and planned services within the Town and Region.



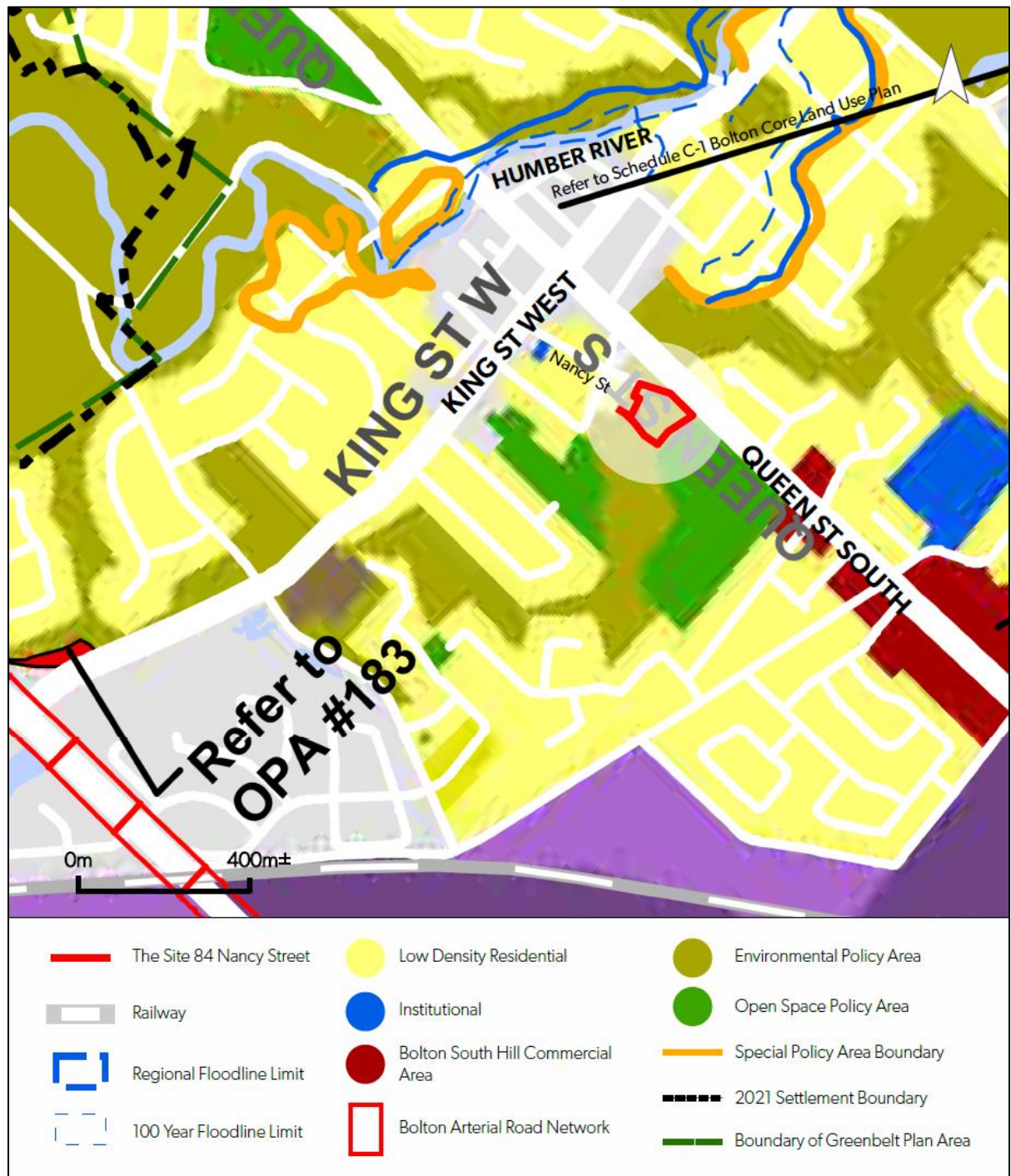


Figure 14 - Land Use Designations (Schedule C of Caledon OP)

The proposed development encompasses excellent design principles that is in accordance with the Town of Caledon Official Plan and the subject lands' inclusion in the Village of Bolton Heritage Conservation District Area Plan. ERA Architects Inc. were retained to provide heritage guidance in the design of the proposed development, and provided the following recommendations in a preliminary memorandum which have been considered in the proposed development:



- Building mass and scale has been reduced to reflect the development's scaled on the valley slope which exist on the subject lands;
- Consideration for neighbouring contributing buildings height, massing, scale and materiality. The proposed development has adapted its design to reflect these attributes, and has also proposed a complementary and compatible design to reflect the adjacent properties; and
- Screening mechanisms for the front, back and side of the proposed development has been provided to complement views of the green valley slope and to reduce visual impact on the slope;

The considerations above have been implemented into the design of the proposed development, as per the Conservation District Plan's policies and the recommendations and advisory of ERA Architects Inc., which is reflected in the enclosed Cultural Heritage Impact Assessment. Although the subject lands do not contain any cultural heritage features, the proposed development adheres to all cultural heritage conservation and cultural heritage landscape policies within Section 3.3 of the Town of Caledon Official Plan. The view study attached to this submission has also considered various massing options for the redevelopment of the subject lands, and has assessed the visual impacts on the views from within the District and top of bank to the south valley slope, and adheres to sections 5.10.3.11 and 5.10.3.13 (CPTED) of the Town of Caledon Official Plan.

### **5.7 Environmental Policy Area (EPA)**

The subject lands are designated as *Environmental Policy Area* within the Town of Caledon Official Plan. Policy 5.7.3.1.1 notes that "*new development is prohibited within areas designation EPA, with the exception of the permitted uses as specified in policy 5.7.3.1.2*". The current uses on the subject lands are in accordance with the Town OP; however, the proposed development is not in accordance with the Town OP and the Zoning By-law, and is not a permitted use under the EPA designation nor the Zoning By-law.

Although the proposed development type is prohibited on the subject lands, policy 5.7.3.1.5 suggests that the proposed development can be implemented through an Official Plan amendment to the Town OP. The proposed development seeks to obtain Official Plan Amendment approvals, and is in accordance to Official Plan policies under Section 5.7 of the Town OP.

The proposed development can be accommodated through the following Town OP policies:

- 5.7.3.2.2 *Existing development/uses within EPA, including related facilities, operations and programs, shall be encouraged, or, where the process and circumstances permit, required, to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures to the greatest extent possible.*
- 5.7.3.2.3 *Major expansions of existing development/uses within EPA, including related facilities, operations and programs, shall generally not be permitted, unless it can be demonstrated through an EIS and MP, to the satisfaction of the Town and other relevant agencies, that the proposal will protect EPA form, function and integrity, or*



*will, in addition to the aforementioned, enhance and restore existing degraded conditions. The EIS and MP shall be prepared by the proponent to the satisfaction of the Town and other relevant agencies prior to approval of the major expansion. In considering such major expansions the Town may place specific restrictions/conditions on the proposal in order to achieve this policy. Major expansions are also subject to the applicable approval requirements of other relevant agencies.*

- 5.7.3.7.1 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.*
- 5.7.3.7.3 Where the EIS and MP identifies certain additional lands as being critical to the sustained integrity of EPA, such lands shall generally be excluded from the development and shall be incorporated into an appropriate land use designation such as EPA. Such lands shall then be subject to the policies and performance measures pertaining to EPA, or as determined appropriate. Within the ORMCPA, where the EIS and MP identifies additional lands that are Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones, such lands shall be deemed to be designated EPA and shall be subject to the policies of Sections 5.7 and 7.10.*
- 5.7.3.7.4 Where feasible, the environmental policy and study requirements of other agencies shall be incorporated into the Town's EIS and MP requirements in order to facilitate a streamlined and co-ordinated environmental review process.*
- 5.7.3.7.5 The Town shall encourage, or where the process and circumstances permit, require, that lands within EPA, which are currently in a degraded state, be managed in a manner which restores long-term ecosystem integrity. Such management activities shall be implemented through an EIS and MP, where required, or through an approved Forest Management Plan, Environmental Management Plan or comparable document. The management measures outlined in an EIS and MP or other approved comparable document shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, and shall be subject to the Town's approval or the approval of another appropriate agency, prior to implementation.*
- 5.7.3.7.6 Proposed large-scale development applications, proposed amendments to this plan or settlement area expansion proposals, which include, or are adjacent to EPA, and which may have a substantive impact on broader ecosystems, may be required to complete a comprehensive, broader scale environmental study, such as a Comprehensive EIS and MP or a Subwatershed Study, prior to any planning and development approvals. Such broader scale investigations may be necessary in order to assess the carrying capacity of the affected ecosystem and the potential cumulative environmental effects of the proposal, within an appropriate environmental framework.*



*The need for and scope of such studies shall be determined jointly by the Town and other relevant agencies.*

The policies noted above provided the proposed development the appropriate scope to address *Environmental Protection Area* features and components through an Environmental Impact Study. These requirements were verified by the TRCA and the Town of Caledon through pre-consultation meetings conducted in 2018. The following section will provide an outline of the policies relating to the EIS and the findings of the EIS composed by CIMA+.

### **3.2 Ecosystem Planning and Management**

Section 3.2 of the Town OP provides direction for the development of lands and the sustained integration of the natural environment in development application for the continued social and well-being of the Town and its inhabitants. These policies plan for the conservation and protection of air quality, ground and surface water, biota and soil. The subject lands contain ecosystem components, and is designated as *Natural Corridors* within the *EPA – Environmental Policy Area* within the Town OP.

Policy 3.2.5 of the Town OP requires that all development within the Town of Caledon satisfy performance measures, which assess particular natural heritage features. The subject lands contain environmental features, and the proposed development appropriately mitigates any harm onto those environmental components.

The subject lands contain a number of ecosystem components from the *Natural Corridor*, *Natural Linkages* and *Supportive Natural Systems and Natural Linkages* ecosystem framework categories. These attributes are native to the Humber River Watershed and the West Humber River Subwatershed. The Town OP policies 3.2.5 and 5.7 apply to the subject lands in relation to its nature heritage features, and require that the applicant demonstrate that the proposed development does not adversely affect the natural heritage features and components on the subject lands, and the Town of Caledon's ecosystem framework. Specifically, the following ecosystem framework features apply to the subject lands and the surrounding area: *threatened and endangered species, wildlife habitat, valley and stream corridors and natural slopes*.

Further to these components, the Town of Caledon outlined that a number of natural and cultural heritage studies are required to be completed in order to determine the full extent of the effect of the proposed development on heritage features and vice versa.

#### **3.2.5 Performance Measures**

The Town of Caledon established environmental performance measures as a key element of the Town's five-part *Ecosystem Planning Strategy*. The Town of Caledon encompasses a number of land use planning contexts. The following performance measures are relevant to the subject lands and will be assessed prior to the approval of the proposed development:

- Applicability of performance standards;





- Other Agency Standards;
- Woodlands;
- Wetlands;
- Environmentally Significant Areas (ESAs);
- Habitat of Threatened and Endangered Species;
- Fisheries;
- Soils and Surficial Geology;
- Wildlife Habitat;
- Valley and Stream Corridors;
- Groundwater;
- Natural Slopes;

An Environmental Impact Assessment was undertaken by CIMA+ for the proposed development, which determined existing conditions, and assessed potential impacts to natural heritage features present on, and adjacent to the subject lands. The Environmental Impact Assessment also provided a wholesome analysis of the Town OP performance standards components, and provided environmental protection and mitigation recommendations in accordance to those standards and other applicable natural heritage policies and legislation.

The Environmental Impact Assessment concluded that although the policies of the Town of Caledon's Official Plan prohibit new development in EPA zones, site-specific alterations can be made on the subject lands to allow for the implementation of the proposed development. Specifically, the report concluded that the EPA designation should be eliminated from the subject lands, and should be delineated to the significant woodlot adjacent to the subject lands. This recommendation was assessed in partisan with applicable Official Plan policies including Section 3.2.5 policies, and in consideration of Provincial policy, Region of Peel Official Plan policies, and the TRCA's Regulations and Living City Policies.

Reference to this recommendation and the application of the Town of Caledon's ecosystem framework performance measures, can be made within CIMA+'s Environmental Impact Assessment, Calder Engineering's Functional Servicing and Stormwater Management Report, Soil Engineers Ltd.'s Phase One ESA and Geotechnical and Slope Stability Report, within this submission.

The reports noted above provide appropriate analysis of the environmental components of the subject lands, and are seen as apposite substantive indications of the mitigation of adverse effects of the proposed development on natural heritage features, and for the suitable implementation of residential development on the subject lands.

### **3.5 Housing**

The Town of Caledon has recognized the housing issue that is before them in their municipality, the region, and the province as a whole. The Town OP addresses the need for diverse ranges and mixes of housing types, densities and tenures, and adheres to Provincial and Regional policies in providing for the needs of current and future populations and their diverse characteristics. The



Town of Caledon has embedded in their Official Plan policies the requirement that new development address housing needs for all income levels and abilities. Housing needs will continue to be addressed through growth and intensification growth forecasts, and will be allocated within areas of settlement that can accommodate for the addressment of housing needs and growth and intensification. The following policies are relevant to the proposed development:

- 3.5.3.2.1 *In order to ensure that an adequate supply of housing is available at all times, the Town will:*
  - a) *Maintain at all times at least a ten (10) year supply of land designated and available for residential development, redevelopment and residential intensification; and,*
  - b) *Endeavour to maintain a minimum three (3) year continuous supply of residential units with servicing capacity in draft approved or registered plans.*
- 3.5.3.5.1 *A full range of housing types and densities will be planned as an integral part of each Rural Service Centre.*
- 3.5.3.5.2 *Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town's changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.*
- 3.5.3.5.3 *The Town will consider innovative housing types which are in keeping with the Principles, Strategic Direction, Goals, and Objectives of this Plan.*
- 3.5.3.5.4 *The Town will consider establishing and implementing housing targets for affordable rental and ownership housing and for market housing based on local supply and demand.*
- 3.5.3.7.1 *The Town will encourage special needs housing such as housing for the elderly and shelters, in locations with convenient access to existing or planned infrastructure, amenities and support services.*
- 3.5.3.8 *Universal Design Universal design refers to housing that incorporates, at the design and construction stage, the ability to make future changes easily and with minimum expense, to meet the evolving needs of its occupants*
- 3.5.3.8.1 *When making planning decisions, the Town will encourage the use of universal design features for new residential development, redevelopment and intensification.*





- 3.5.3.8.2 *The Town will work with the building industry and other stakeholders towards increasing the number of new residential dwelling units that incorporate universal design features.*
- 3.5.3.8.3 *The Town will collaborate with the Region of Peel, the building industry, accessibility and older adult stakeholders to develop and implement guidelines for universal design for new residential development, redevelopment and intensification.*

The Town of Caledon requires that an adequate supply of housing be available at all times, with a specific requirement that at least a ten (10) year supply of land ready for development, either designated, zoned or in draft approved or registered plans be available. The subject lands current contain a single-family detached dwelling which yields a low rate of available accommodation per net hectare, and are not appropriately designated and zoned to accommodate for the perceived level of growth and intensification that is allocated within the subject land's urban structure characterization with Provincial policy, Region of Peel Official Plan policies, and the Town of Caledon's *Rural Service Centre* structure, which is expected to grow by close to 20% over the next 20 years. The redesignation of the subject lands will allow for the appropriate allocation of growth and intensification within the Town of Caledon and Village of Bolton.

In accordance to Town OP policies, and other applicable legislation and regulation, a mix of housing types and densities is required in order to meet the changing demographics of the community. As seen in previous Census statistics, the Town of Caledon, its rural communities, and the Region of Peel are experiencing increasing number of aging population cohorts. As the population continues to age, the elderly will in greater proportions transition from traditional low-rise residential developments into multi-residential communities that allow for a number of benefits, including centralization of services and amenities, universally designed units, and affordable housing opportunities. The future design of the subject lands will provide an opportunity for this aging cohort to age in place, and will also provide opportunities for a wide range of end users. The proposed development meets the demand allocated by the Province, Region and Town on the subject lands.

## **5.9 Transportation**

The Town of Caledon has stated within Section 5.9 of its Official Plan that “*the Town's transportation system is an essential part of achieving the goals, objectives and policies and it significantly influences both land use patterns and the quality of life in the Town of Caledon*”. The Town's current transportation system is designed to service existing and future land uses and population growth, which result in an overall increase in travel demands. In order to attain more sustainable transportation practices in the future, the Town requires a comprehensive transportation planning approach that optimizes the existing transportation facilities. The Town encourages the reduction of private vehicle trips and an increase in the use of public transit and transportation.

The subject lands are located within the *Albion-Bolton Transportation Master Plan*, which has been put in place to accommodate growth with adequate transportation infrastructure. The subject



land's proximate location to existing transit infrastructure along Queen Street South and King Street (two major regional road), and proximity to planned major transportation and transit infrastructure south and north of the subject lands. The subject lands are also in proximity of planned 400-series highway through the Northwest GTA Plan, which will provide the site greater access to the region and the GTA, and are approximately 20.0 kilometres from the Toronto Pearson International Airport. The site's access to existing and planned transit and transportation infrastructure deem the proposed development as appropriate as it provides intensification and the promotion of alternative modes of transportation and travel.

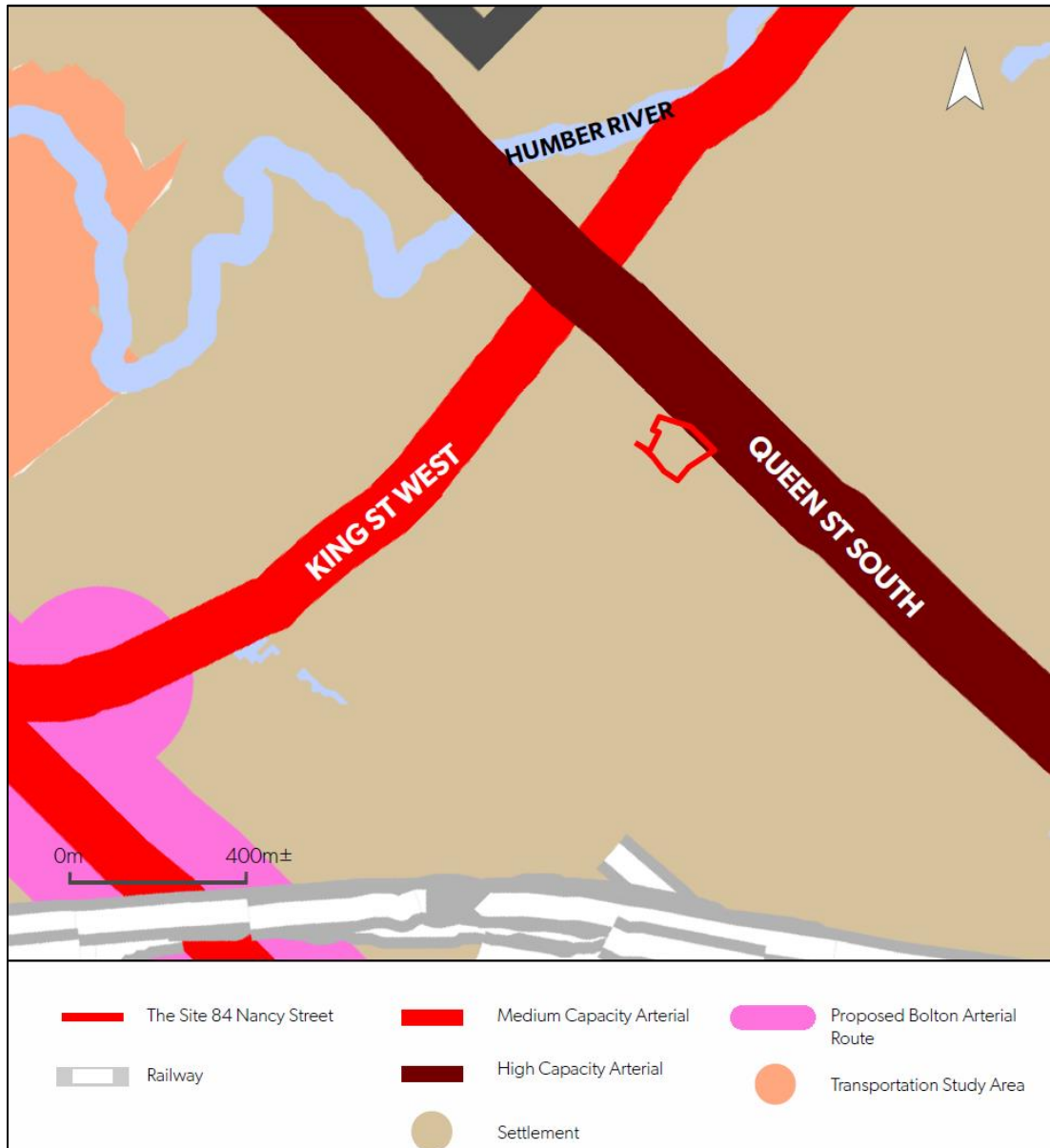


Figure 15 - Road System in Proximity to Proposed Development (Schedule J of Caledon OP)

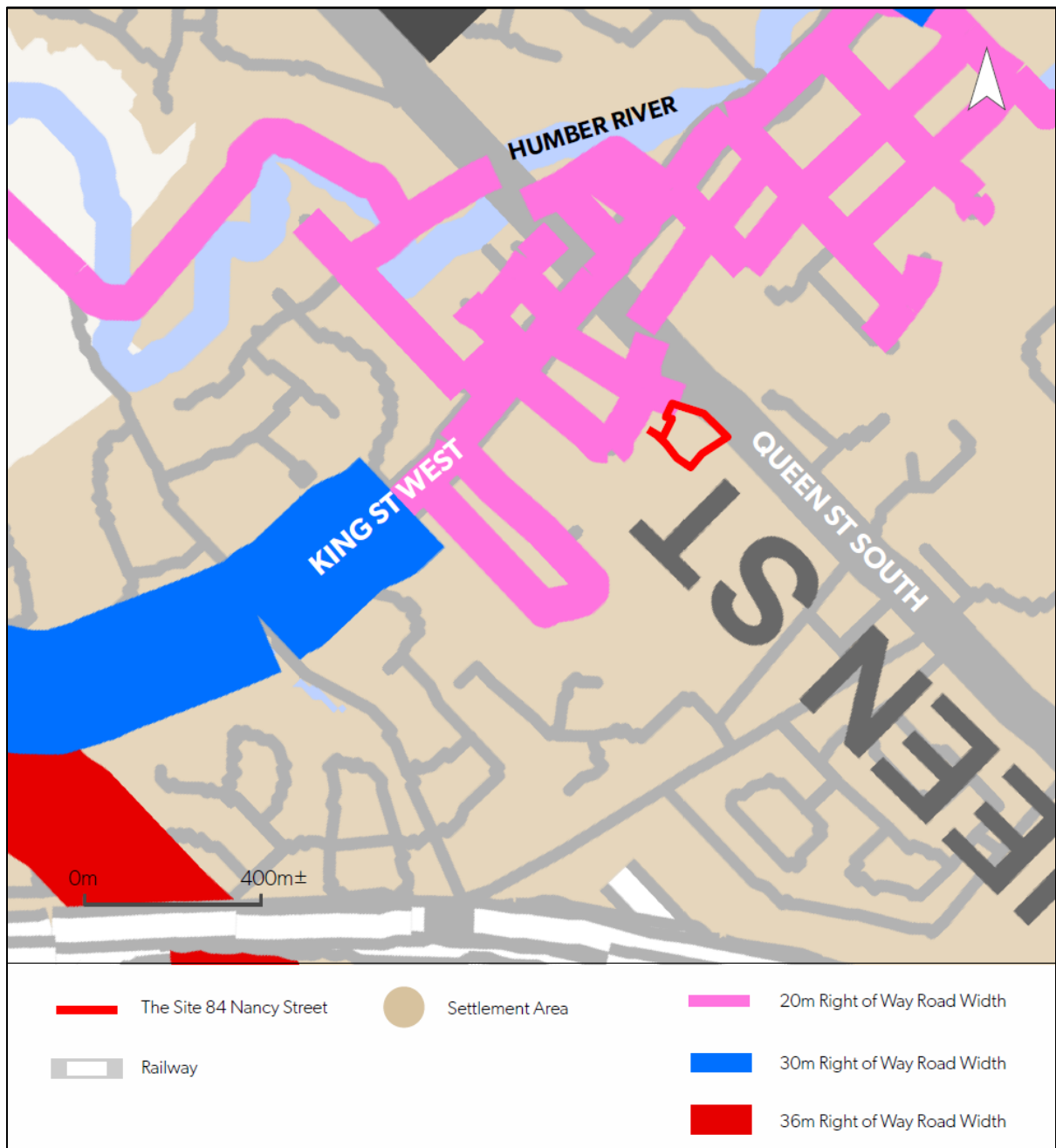


Figure 16 - Town of Caledon Official Plan Right-of-Way Widths (Schedule K of Caledon OP)

### **Conclusion**

The proposed development is located in the community of Bolton which has full water and wastewater servicing allowing this area to be planned as a compact community, with a full range of land uses, housing and economic development opportunities.

The subject lands are located in a settlement area of Town of Caledon where there is a focus on growth. The Town maintains and manages this area with the intention of concentrating the



majority of new residential and employment development here as the Town designates the area as a *Rural Service Centre*.

In accordance with the Environmental Impact Study prepared by CIMA+, the subject lands do not contain those features indicative of the *Environmental Protection Area* land use designation and as such are a good candidate for redesignation to support intensification.

The proposed development supports and enhances the established settlement pattern thus reinforcing the concept of the Town's development pattern of community development that best provides residents with convenient access to opportunities for employment, learning, culture, recreation, and physical and social well-being.

### 7.5.2 Town of Caledon Growth Management: Population and Employment Projections

The Town of Caledon is expected to grow tremendously, with the majority of its growth occurring within its *Rural Service Centre*, to which the subject lands are located within the Bolton Rural Service Centre. Overall, the population of the Town has experienced approximately 24% growth (15,897 people) over a 15-year period between 2001 and 2016. Since 2001, the Town of Caledon has been experiencing 8.67% average growth and experienced 11% growth from 2001 to 2006 and 11% growth between 2011 and 2016. This data was retrieved from the Statistics Canada Census Data.

The Town of Caledon's Official Plan conforms with Provincial policy, and provides population and employment projections for the 2021 and 2031 planning years for areas within the Settlement Area and outside of the Settlement Area. The majority of the Town's growth and intensification will occur within the *Rural Service Centres* Settlement Area Category / Town's Land Use designation. These areas are projected to account for approximately 63% of the Town's population in 2021 and 69% of the population in 2031, and are projected to grow by 20,229 people (27% growth) between 2021 and 2031. Employment is projected to growth by 6,000 jobs between 2021 and 2031. The Tables below provides snapshots of the population and employment forecasts in the Town of Caledon and the population allocations by Settlement Category or Land Use Area. Adjustments to Town-wide forecasts will generally be made as a result of a Provincial review.

*Table 3 - Population, Household and Employment Forecasts Town of Caledon (2021-2031):*

Year	Population	Employment
2021	87,000	40,000
2031	108,000	46,000

Note: Population figures include a Census undercount of 4.2%.

*Table 4 - Population per Town of Caledon Settlement Category (2021-2031):*

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
<b>Total</b>	<b>87,001</b>	<b>108,000</b>

The *Rural Service Centre* designation contains three distinct areas, South Albion-Bolton (subject lands are within this community), Caledon East and Mayfield West. The South Albion-Bolton Rural Service Area is projected to contain a higher proportion of population amongst the other three Service Areas, with 28,234 people (51% of the total population) in 2021, and 53% of the population in 2031. The growth of the South Albion-Bolton Services Area is projected to grow by 29% between those two periods. The Table below provides a snapshot of the population allocations in each of the *Rural Service Centres*. Adjustments to the population allocations below are considered by amendment to the Caledon Official Plan.

*Table 5 - Population Allocations for Rural Service Centres (2021-2031):*

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

<sup>(1)</sup> The population allocation for Mayfield West includes 11,587 population allocated to Mayfield West Phase I. This number includes the Census undercount.

The proposed development would contribute to achieving the overall target growth projections for residential and employment lands within the Town of Caledon as in accordance with Section 1.4 of the Provincial Policy Statement. The proposed development will provide appropriate residential intensification to assist with accommodating the required growth within the Region of Peel and the Town of Caledon.

## 7.6 Village of Bolton Heritage Conservation District Plan

The recognition of cultural heritage is required under Provincial legislation. Under Section 3.3 of the Official Plan, the Town of Caledon has put in place policy direction in attempt to efficiently manage cultural heritage resources within the town including, archeology, built heritage and cultural heritage landscapes. Furthermore, under Section 3.3.3.4.2, the Official Plan states, “*where merited by the concentration and significance of cultural heritage resources, the Town may*



*consider the establishment of a Heritage Conservation District to conserve a settlement area's unique character”.*

The Village of Bolton has evolved into a contemporary village and in order to preserve the cultural heritage components of the village, the Town of Caledon initiated a Heritage Conservation District Study. As amended in the Town's Official Plan, Village of Bolton Heritage Conservation District Plan plans to maintain its sense of place and distinct character as a self-contained village with convenient access to nearby urban amenities. The patterns of development that can be attributed to the village are its *“historic 19<sup>th</sup> century street layout, including the crossroad of King and Queen Streets at the centre of the village, and the containment of development in the village at the base of the valley and the absence of development and the green valley slopes”*. Both of these attributes are contained on the subject lands.

The Town of Caledon underwent a heritage evaluation of each property within the heritage district to determine whether the property contained heritage distinctions under Regulation 9/06 – Criteria for Determining Cultural Heritage Value or Interest under Part V of the Ontario Heritage Act. The subject lands are not site specifically designated heritage and is not a contributing member as per the Village of Bolton Conservation District Plan. The lands are described as a non-contributing property within the HCD. Although the subject lands contain this status, the redevelopment of the subject lands must take into account and retain the following attributes in the design of the proposed development:

- Building mass and scale has been reduced to reflect the development's scaled on the valley slope which exist on the subject lands;
- Consideration for neighbouring contributing buildings height, massing, scale and materiality. The proposed development has adapted its design to reflect these attributes, and has also proposed a complementary and compatible design to reflect the adjacent properties; and
- Screening mechanisms for the front, back and side of the proposed development has been provided to complement views of the green valley slope and to reduce visual impact on the slope;

The considerations above have been implemented into the design of the proposed development, as per the Conservation District Plan's policies and the recommendations and advisory of ERA Architects Inc., through their Cultural Heritage Impact Assessment and Visual Impact Assessment. These documents have considered various massing options for the redevelopment of the subject lands, and has assessed the visual impacts on the views from within the District and top of bank to the south valley slope.

It should also be noted that a Stage 1 and 2 Archaeological Assessment was undertaken by Detritus Consulting Ltd. that confirmed there are no cultural or historical features on the subject lands.



## 7.7 Town of Caledon Zoning By-law 2006-50 (2006)

The subject lands are zoned under Town of Caledon Zoning By-law 2006-50 as ‘EPA 1 – Environmental Protection 1’ and ‘EPA 2 – Environmental Protection 2’. These zones permit agricultural, environmental, forestry and recreational uses. The EPA 2 zone permits a single detached dwelling with a maximum height of 10.5 metres and accessory apartment use on the subject lands. Overall, the subject lands shall not be used, altered, enlarged or maintained for any use other than those permitted within the zones.

The following are zone standards for the EPA 2 zone:

STANDARDS	ZONES			
	EPA1	EPA2	EPA1-ORM	EPA2-ORM
<b>Lot Area (Minimum)</b>				
Unserviced lot:		2,000 m <sup>2</sup>		2,000 m <sup>2</sup>
Partly Serviced lot:		1,390 m <sup>2</sup>		1,390 m <sup>2</sup>
<b>Lot Frontage (Minimum)</b>				
Unserviced lot:		30 m		30 m
Partly Serviced lot:		21 m		21 m
<b>Building Area (Maximum)</b>				
Agricultural use	30 m <sup>2</sup>	(1)	30 m <sup>2</sup>	(1)
Non-Agricultural use	30 m <sup>2</sup>	(2)	30 m <sup>2</sup>	(2)
<b>Front Yard (Minimum)</b>				
Agricultural use	18 m	18 m	18 m	18 m
Non-Agricultural use	9 m	9 m	9 m	9 m
<b>Exterior Side Yard (Minimum)</b>				
Agricultural use	18 m	18 m	18 m	18 m
Non-Agricultural use	9 m	9 m	9 m	9 m
<b>Rear Yard (Minimum)</b>				
Agricultural use	10 m	10 m	10 m	10 m
Non-Agricultural use	9 m	9 m	9 m	9 m

Figure 17 - EPA Zone Standards

A Zoning By-law Amendment is required in order to permit an apartment building on the subject lands. The draft Zoning By-law Amendment is described in Section 9 of this report and is included as part of this submission package. The proposed Zoning By-law Amendment implements the proposed draft Official Plan Amendment to the Town of Caledon Official Plan and will conform to policies of the Official Plan Amendment.

Further discussion regarding the proposed rezoning from EPA 1 – Environmental Protection 1’ and ‘EPA 2 – Environmental Protection 2’ to ‘RM – Multiple Residential’ is provided in Section 9 of this Report.

## 7.8 Toronto and Region Conservation Authority Regulated Area

The TRCA Regulated Area mapping identifies the subject lands as being completely within the TRCA’s Regulated Area. The subject lands are subject to Ontario Regulation 166/06 – “Regulation of Development Interference with Wetlands and Alterations to Shorelines and Watercourses”, and



"The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority" associated with the location of the subject lands within the Humber River Watershed and the West Humber River Subwatershed, and its Natural System features. These policies require that no structures, hard surfaces or grading be proposed within the Regulation Limit and that appropriate buffers and setbacks be incorporated into the design of the development.

The TRCA requires that approvals be obtained for any proposed development within areas regulated under their jurisdiction. The TRCA require that prior to approval and implementation of the proposed development, limits of development be established in order to assist in determining the limits of the Natural System on the subject lands. The following requirement was required by the TRCA and apply to the subject lands:

- 10 metre buffers from the long-term stable top of slope, stable toe of slope, Regulatory Floodplain, meander belt and continuous natural features and areas that contribute to the conservation of land and the valley and stream corridor(s);

In addition, the following material was prepared:

- Topographical survey;
- Site Plan;
- Geotechnical Investigation;
- Preliminary Grading Plans;
- Stormwater Management and Functional Servicing Report;
- Water Balancing Report; and
- Environmental Impact Study (EIS).

A site visit with the Toronto and Region Conservation Authority and Town of Caledon Staff was held on May 31, 2018 to stake the physical toe of slope associated with the valley corridor of the Humber River Watershed, which was considered to be located on the northern portion of the subject lands.

Although the TRCA has stated that the subject lands are not suitable for the proposed residential development, several industry professionals have provided substantive evidence and analysis supporting the proposed development which have been discussed in detail in Section 6.

A submission for a TRCA Permit will be submitted at the appropriate time.

## **8 Non-Statutory Documents**

In addition to the policies outlined above, other documents have relevance to the proposed development, providing background information to land use planning policies and clarify the Region of Peel and the Town of Caledon's position regarding future development on and around the subject lands.



## **8.1 Town of Caledon Urban Design Guidelines (2009)**

The proposed development will adhere to the Caledon Comprehensive Urban Design Guidelines through incorporating the key design principles and guidelines. The design standards, design requirements, and encouraged practices as they pertain to the development of a mid-rise residential building have guided the development of the design of the site as presented with this application. The goal in creating the design of this site was to contribute to the sense of place and sustainable future for the Town of Caledon while respecting the heritage of the Village of Bolton. The following sections provide a brief overview of the incorporation of the key principles, objectives, and guidelines into the development proposal.

### **Sustainable Design and Compact Development**

The subject lands are located on sloped ground on the south side of the Humber River valley on the upper slope of the valley wall. There are existing undeveloped forested lands on the valley wall of which a portion will be preserved and utilized to promote ecological functions and biodiversity within and around the site. Green infrastructure in the form of swales are included in the site design and will flow to the east and west along the southern border of the subject lands. The surface parking provided is designed to minimize negative environmental impacts with tree planting and porous paving will be considered through the detailed design stage. Also, the proposed community garden will assist in managing stormwater flowing down the slope from the surface parking area.

### **Accessibility and Universal Design**

The proposed development is a residential condominium that is retrofitted to promote accessibility for all ages and abilities through a design that will include large hallways and large elevator lobby space. The residents will be afforded space to entertain themselves and family and/or friends of all ages through use of the solarium, barbeque pits, community garden, and bocce court.

### **Complete Streets and Active Transportation**

A trail will surround the site which provides a scenic pedestrian connection to Nancy Street, the proposed community garden, Ted Houston Memorial Park, and the Albion-Bolton Community Centre. The pedestrian connection to Nancy Street encourages active transportation by providing access to community amenities within a 5-10 minute walk such as the commercial centre and bus stops located to the north east of the subject lands. Cycling will be encouraged through provision of bicycle parking and can be further enhanced with designated bike lanes that connect with the abutting properties and Hwy 50/Queen Street.

### **Cultural Heritage and Conservation**

In relation to the proposed development, the heritage attributes of the surrounding area including setting, viewscape, streetscape and the public realm, have been carefully considered. The proposed building design is compatible with the district and will preserve the mature trees to contribute to screening the view of the community centre and water tower. The proposed soft



landscaping and mature tree canopy can enhance and reinforce the site area and streetscape of Nancy Street for compatibility with the cultural heritage of the area. A cultural heritage impact statement is included with submission of this application to provide the details for addressing appropriate conservation measures.

### **Design Considerations for Infill Development**

The subject lands are considered infill as it is located in an existing residential neighbourhood on underutilized land. The proposed development is complimentary to the massing of the community centre and library located the abutting land to the south. The proposed building height exceeds that of the low-density residential housing located to the north, therefore the building has been properly setback from Nancy Street to prevent negative impact on the existing streetscape.

These design guidelines have been considered and evaluated in detail within the enclosed Urban Design Brief.

## **9 Proposed Development Applications**

### **9.1 Official Plan and Zoning By-law Conformity Review**

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest while the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides direction on growth and intensification within the province. It is the mandate of municipalities to conform with provincial policy in order to appropriately contribute to the Province's overall objectives.

Particular aspects of the Town of Caledon Official Plan do not conform with the Provincial policy direction. In particular, the *Environmental Policy Area* designation as applicable to the subject lands is not applicable in accordance with discussion contained within this Report and in the technical reports and studies enclosed within this submission package. It has been determined through extensive study that the subject lands do not contain any particular environmental features which might trigger the EPA land use designation. Accordingly, designating the subject lands *Environmental Policy Area* does not conform to the intensification policies within the provincial plans.

The subject lands are located within the *Settlement Area* and *Rural Area* of the Growth plan. Within the *Delineated Built-up Areas*, both the *Settlement Area* and *Rural Area* are expected to be focus areas for growth throughout the region and achieve high density targets. The subject lands are also located in close proximity to a rural intensification area, planned regional rapid transit and transportation infrastructure, and abut major regional roads with existing transit infrastructure.

While Section 2.2.8 of the Growth Plan provides opportunity for the development outside of the Settlement Area Boundary (only through a municipal comprehensive review), it is our opinion that it is more efficient to utilize lands available for intensification within the *Settlement Area* prior to moving beyond this boundary. Expansion of the Settlement Area Boundary is a timely process, and only provides opportunities for municipalities to accommodate for the future growth of their communities, rather than solving the planning issues that are apparent in the present. The subject



lands are an appropriate location for providing development-ready opportunities for the implementation of growth and intensification.

The current official plan designation and zoning bylaw regulations on the subject lands inhibits the Town of Caledon and the Region of Peel to address and fulfill housing needs, planning issues, and growth and intensification requirements.

Section 2.2.6.2 provides direction for housing in the achievement of complete communities by “*considering the range and mix of housing options and densities of the existing housing stock*”. The current land use designation and zoning regulation does not permit the proposed use of the subject lands, even though the subject lands are located within areas that are slated to accommodate for growth and intensification. The existing designation and zones on the subject lands conflict with Provincial policy by inhibiting and prohibiting the development of a range and mix of housing forms and densities in adjacent to a rural intensification area, abutting existing transit infrastructure, and in close proximity to areas supported by future major transit and transportation initiatives.

Furthermore, Section 2.2.9.6 stipulates that multi-unit residential development within Rural Areas should be implemented within the Settlement Area. The current land use designation and accompanying zoning does not have regard for the development of multi-unit residential development on the subject lands. The current official plan designation and zoning regulations on the subject lands do not contribute to providing a range in housing, as part of the Provincial mandate.

Based on the Growth Plan sections noted above, the current applicable official plan designation and zoning of the subject lands does not conform to and is in contradiction of the applicable provincial policy framework. The current zoning will inhibit the subject lands from achieving the mandated growth and intensification targets that have been indicated in the Growth plan for *Settlement Areas, the Town of Caledon, and the Bolton Rural Service Centre*.

## 9.1 Draft Official Plan Amendment

An Official Plan Amendment has been submitted in order to permit the proposed development. The proposed Official Plan Amendment will designate the subject lands from ‘*Environmental Policy Area (EPA)*’ to ‘*High Density Residential*’. The Draft Official Plan Amendment includes revisions to the applicable policies for the implementation of the High Density Residential designation. The implementation and interpretation of this Amendment shall be in accordance with the policies of the Town of Caledon Official Plan and shall regulate the establishment of zoning permissions for the proposed use on the subject lands.

## 9.2 Draft Zoning By-law Amendment

The proposed development does not comply with the current ‘*EPA 1 – Environmental Protection 1*’ and ‘*EPA 2 – Environmental Protection 2*’ zones under Zoning By-law 2006-50. The current zones only permit agricultural, environmental, forestry, recreational, single-detached and accessory apartment uses. As such it is necessary to amend the Zoning By-law to permit multi-unit residential apartment building on the subject lands.



The proposed Draft Zoning By-law Amendment seeks certain site specific provisions to permit the proposed development, including relief from the exterior side yard setback, maximum building area, minimum landscape area, building heights, parking requirements, and those requirements related to play facility areas and privacy yards.

## **10 Public Consultation Strategy**

In accordance with the requirements of Bill 73 of the Ontario Planning Act, a Public Consultation Strategy is required for the applications undertaken as part of a public process. As such, the following strategy is provided in support of the Zoning By-Law Amendment application.

Once the application has been deemed complete, it is to be assigned a statutory public meeting through the Planning and Infrastructure Service Committee. Once the date is identified, a notice sign will be posted on the subject lands within 20 days of the meeting as prescribed in Section 34(14.1) of the Ontario Planning Act. The notice sign will articulate the date, time, and location of the public meeting, the application submitted, illustrate the proposed development concept, and provide contact information for citizens wishing to submit written comments regarding the application.

In addition, staff will circulate meeting notices to all property owners within 120 metres (400 feet) of the subject lands. Notice will also be posted by the City on [Brampton.ca](http://Brampton.ca) and made available through local media postings.

Prior to the Statutory Public Meeting, a Public Open House will be held to provide the public with additional information about the proposed development in advance of the Planning and Infrastructure Services Committee meeting. Members of the public will have the opportunity to discuss their concerns with the City Planner and Applicant. Public Open Houses will be held immediately prior to the Statutory Public meeting.

At the Statutory Public meeting, all interested persons will be given the opportunity to express concerns and opinions by way of a deputation. All deputations will be made a matter of the public record.

The applicant will work with City Staff to address any and all concerns articulated at the Public Meeting. Comments and input received will be considered by the applicant and any appropriate revisions to the plans will be made through a re-submission.

We trust that the foregoing Public Consultation Strategy is satisfactory and in compliance with provincial legislation. Weston Consulting remains committed to facilitating public engagement and will assist in facilitating the public engagement process.

## **11 Planning Analysis and Justification**

The following section contains a discussion of various planning issues and provides a summary of the justification in relation to the proposed development and the proposed Official Plan and Zoning By-law Amendment applications.





### 11.1 Policy Context

The development of the subject lands is consistent with the policies of the Provincial Policy Statement (2014), conforms to the policies of the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan, and meets the intent of the Town of Caledon Official Plan, including those policies pertaining to growth and intensification, sustainable development, healthy and complete communities, and compact built forms.

The Provincial Policy Statement (2014) provides overarching direction regarding intensification, compact urban form and the efficient use of existing infrastructure. It is our opinion, that the proposed development is consistent with the policies of the Provincial Policy Statement (2014) as it provides intensification of underutilized lands that is transit supportive within the built-up settlement area of a rural context, well serviced by existing infrastructure. The proposed development also provides innovative mitigation mechanisms for the natural features on the subject lands, and assists in energy conservation and wise use of land use and resources within the rural system of the province and the region.

It is our opinion that the proposed development conforms to the policies and objectives of the Growth Plan for the Greater Golden Horseshoe as it promotes a form of redevelopment that is more compact and efficient, and optimizes existing infrastructure and services, and plans for future transit investments. Furthermore, the proposed development will also provide a range and mix of housing types not commonly found in the community that will facilitate the principles and targets of intensification.

It is our opinion that the proposed development conforms to the policies and objectives of the Regional Official Plan as it encourages intensification within a Rural Service Centre within the Region's Rural System, in order to make efficient use of an underutilized site that is well served by infrastructure, transit, and community services to reduce auto dependency. Furthermore, the proposed development introduces additional housing in a more intensive built form that is compatible with the surrounding neighbourhood and contributes to the overall housing supply in Peel Region.

The proposed development conforms to the policies and objectives of the Town of Caledon Official Plan as it encourages intensification within one of the Town's three *Rural Service Areas* that is well serviced by infrastructure and has been identified by the Town of Caledon and Region of Peel as an area for the accommodation of intensification and growth. It is the objective of the Town of Caledon Official Plan to encourage intensification within the Rural System through *Rural Service Centres*. Although a site-specific Official Plan Amendment is required to mitigate perceived environmental issues on the subject lands, the proposed development conforms to the general intent of the Town of Caledon Official Plan policies.

Further to the above through the incorporation of effective urban design, building massing and articulation, the proposed development will be compatible with the surrounding neighbourhood, while providing the opportunity for a mix of housing units that are accessible for residents to services and community resources in proximity of the subject lands. The development is also walkable, pedestrian oriented, transit-friendly. In summary, it is our opinion that the proposed



development applications are considered to be appropriate based on the policies of the Town of Caledon Official Plan and good planning principles, which encourage intensification within built up urban areas well serviced by transit.

## 11.2 Intensification

The proposed density of development is an appropriate level of intensification given the location of the subject lands along a Regional Corridor within a Settlement Area planned for intensification of both residential and employment uses. Provincial, Regional and Local policies seek to ensure that investment in public transit infrastructure is supported by compact built form in the form of infill development at higher densities to support the use of transit is provided in an area well served by existing servicing.

The subject lands are located within the *Settlement Area* and *Rural Area* of the Growth Plan. Within the *Delineated Built-up Areas*, both the *Settlement Area* and *Rural Area* are expected to be focus areas for growth throughout the region and achieve high density targets. The subject lands are also located in close proximity to a rural intensification area, planned regional rapid transit and transportation infrastructure, and abut major regional roads with existing transit infrastructure.

Section 3.3 of this Report provides a discussion on surrounding area development applications. Based on these considerations, it is evident that the Bolton community is facing development pressures for higher density development than the historic norm. Although many of the above applications have not yet been approved or have been appealed, it is my opinion that they are indicative that there is evidence that the Town of Caledon will begin to experience additional growth consistent with provincial policy direction.

There are several other factors in addition to the planning policies and the development activity in the area that supports the proposed densities from a planning perspective. These items are summarized below:

- **Community Facilities:** the subject lands are well served by community facilities including recreation opportunities, community centres, commercial and retail amenities and restaurants, and schools which demonstrate that the proposed density and future residents will be adequately served by community facilities.
- **Infrastructure Capacity:** The proposed development is located in an area that is fully serviced by municipal water and wastewater. The Functional Servicing and Stormwater Management Report prepared by Calder Engineering concludes that there is existing municipal infrastructure available on Nancy Street. A new municipal storm sewer is proposed for stormwater management which will support stormwater runoff on Nancy Street.
- **Transportation Infrastructure:** The Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd. concludes that the surrounding transportation network has the capacity to support the additional density proposed for the subject lands. The Traffic Impact Study also concludes that a number of traffic demand management measures that



can be implemented in the development to minimize the use of single occupancy vehicles, maximize the use of other modes and maintain pedestrian safety.

Based on the above considerations, it is our opinion that the proposed development is an appropriate level of intensification in accordance with the planning policy context at the provincial, regional and local level through the provision of transit-supportive residential density in an appropriate area well served by existing infrastructure and services. The proposed density is supported by existing servicing infrastructure, transportation infrastructure and community facilities, which can accommodate the proposed development without impact to the existing neighbourhood.

### **11.3 Urban Design and Heritage Characteristics – Compatibility**

The proposed development takes advantage of the subject lands' unique setting, village ambiance and natural surroundings and establishes a pedestrian friendly and walkable environment. The proposed development has been designed to ensure compatibility with the surrounding context through its narrow profile, setbacks from the Nancy Street frontage and the stepbacks on the upper floor.

The building is designed to be visually attractive, with articulated facades through the use of balconies, large windows and materiality. The base of the building is integrated into the surrounding context through the use of a distinct brick cladding materials which provides a visual differentiation from the upper floors.

The landscape design will integrate the proposed development into the surrounding natural area through the provision of significant greenspace in the front yard of the building, with higher landscaped elements incorporated to screen the proposed development from its neighbours.

The proposed development is located within the Bolton Heritage Conservation District, on its southern boundary. The location of the subject lands provides a unique opportunity to screen the community centre and water tower to the south by way of incorporating mature trees and a contemporary building design that is compatible with the District, in order to promote the identified key viewscape looking south on Queen Street.

Given the subject lands location on the southern boundary of the Heritage Conservation District, they are generally separated from the streetscape character exhibited by the remainder of the district. Elizabeth Street, located to the north of the subject lands acts as a dividing line between the manicured streetscape to the north and the less established streetscape towards the subject lands, which is characterized by the presence of a mature tree canopy on a valley slope. The subject lands present an opportunity to provide an improved transition between these two character areas to bring a more compatible design to the Heritage Conservation District, through the introduction of soft landscaping and a mature tree canopy.

Notwithstanding the above, there are opportunities to create new pedestrian connections from the southern boundary of the Heritage Conservation District and the community centre and remainder of the village to the south, thus promoting a connection between the areas.

In summary, the proposed development supports the Town of Caledon's vision for Urban Design by incorporating applicable aspects of their Urban Design Guidelines, as well as the applicable sections of the Town's Heritage Conservation District Plan to ensure that the proposed development is compatible with the context of the Bolton Community.

## 11.4 Height

Further to Section 11.4, the height of the proposed development is compatible with the surrounding area in terms of its height due to its siting and construction into the slope of the subject lands. In accordance with the Site Plan, the proposed development is 25.1 metres in height measured from the northern building edge and 32.7 metres in height measured from the southern building edge. However, in viewing the proposed development from the south, the constructed building only exceeds the top of the slope by 6-storeys.

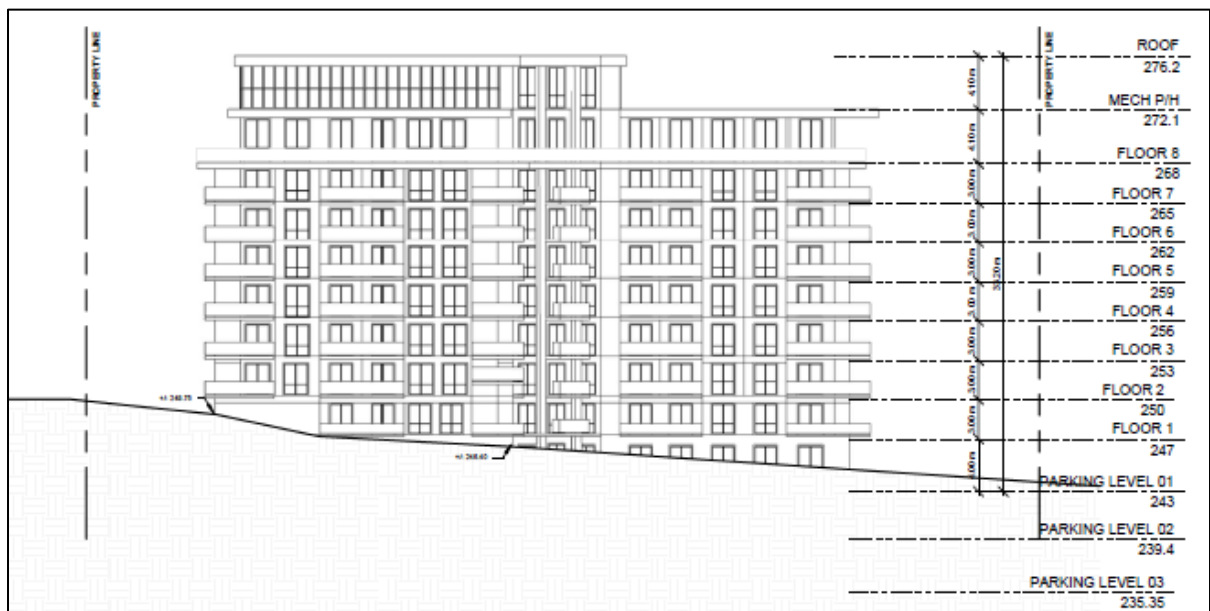


Figure 18 - Cross Section of proposed development vs. existing grade

Notwithstanding the previous, the visual impact of the proposed development has been evaluated. It has been determined that the proposed development would be visible from several vantage points within the community of Bolton; however, the proposed building only impacts the skyline in its immediate vicinity (i.e. within 100m of the subject lands). The visual impacts of the proposed development will be mitigated due to the proposed location and siting of the building, the existing built form of the surrounding area, favorably located vegetation and the dramatic changes in topography.

Further, a sun and shadow study was conducted by Turner Fleischer Architects, which analyzed the spring and fall equinox shadow impacts that the proposed development would have on surrounding properties. Both the September 21<sup>st</sup> and March 21<sup>st</sup> shadow diagrams shows that the shadows between 11am and 7pm fall onto the surrounding vegetated area and Highway 50 and as such have no impact on the surrounding area. The shadow at 9am will shadow the residential



dwellings to the north of the proposed development, between the subject lands and Elizabeth Street.

The June 21<sup>st</sup> shadow diagram shows that the proposed development will have no impact on any residential dwellings in the surrounding area, and will only cast shadow on the vegetated open spaces and community centre to the north.

The winter solstice produces the longest shadow. The December 21<sup>st</sup> shadow diagram shows that the shadows at 11am and 3pm will impact the residential dwellings to the south between the subject lands and Elizabeth Street, and the residential dwellings on the east side of Highway 50. In summary, the Shadow Study indicates that there is a minor shadowing impact on the surrounding properties in the morning hours. It must be noted that the surrounding area is heavily vegetated, which contributes to existing shadows on these properties.

In summary, the proposed height of the development is appropriate given the siting of the building to the south of the property, and its construction into the existing slope and the dramatic changes in topography and vegetation integrate the proposed development into the surrounding community.

### 11.5 Environment and Natural Heritage

The purpose of the Official Plan Amendment is to redesignate the subject lands from 'Environmental Policy Area' to 'High Density Residential', in accordance with the site specific standards identified in the Draft Official Plan Amendment enclosed within this submission. In accordance with the Town of Caledon Official Plan, all lands designated EPA shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation. Accordingly, the subject lands are split-zoned 'Environmental Policy Area 1' and 'Environmental Policy Area 2'.

Section 5.7.3.1.4 of the Official Plan states 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 the EPA designation may be permitted. Accordingly, CIMA+ prepared an Environmental Impact Assessment which reviewed the context of the subject lands to determine their suitability for redesignation.

The EIS conducted a detailed review of the subject lands to document existing conditions and to assess potential impacts to natural heritage features present on and adjacent to the subject lands. This review concluded that there are no ANSI's, Environmentally Sensitive or Significant Areas (ESA's), Niagara Escarpment/Oak Ridges Moraine wetlands, woodlands, valley and stream corridors, natural corridors, shorelines, and habitats of threatened and endangered species present on the subject lands. Accordingly, the proposed development would not be contravening the policies of the Region's Official Plan.

Further, the EIS concluded that there were no features of the *Natural Core Areas* and *Natural Corridors* (as identified in Table 3.1 of the Official Plan) located on the subject lands. However, there is a woodland feature present to the south and west of the subject lands. As such, it is



appropriate to refine the limits of the EPA to follow the limits of the woodland area in accordance with Figure 19 below.



Figure 19 - Mixed Forest proximal to 84 Nancy Street

Notwithstanding the above Official Plan Amendment application, the subject lands are subject to the TRCA regulation. In particular, the TRCA Living City Policies for Planning and Development must be adhered to. These policies do not support new development within an active erosion zone adjacent to the top of a valley slope or toe of a valley slope, unless the 'Five Tests' contained within Section 8.2.3 of the TRCA's Living City Policies are met. These 'Five Tests', and how the proposed development meets them, are as follows:

1. Flooding – the flood risk assessment conducted by MMM to review the Flood Risk within the Bolton Special Policy Area demonstrated that flooding is not an issue for the subject lands.
2. Erosion – the geotechnical investigation prepared by Soil Engineers Ltd. demonstrates that proper setbacks, design details and construction methods will ensure slope stability is maintained and no erosion issues are anticipated.
3. Dynamic Beaches – the subject lands are not located on a shoreline with dynamic beach features.
4. Pollution – a Phase I Environmental Site Assessment was conducted and no risk of environmental contamination has been identified.



5. Conservation of Land – The findings of the Environmental Impact Study prepared by CIMA+ has indicated that there are no natural features meeting the criteria for inclusion as EPA on the subject lands, and therefore conservation of the land would not be compromised.

In accordance with the above, there is a valid basis for support of the proposed development under the provisions of the Living City policies.

Given that the proposed development is located on a site generally flatter than those found on adjacent sections of the Humber River Valley wall, and that the vegetation of the subject lands is atypical compared to the forested cover of adjacent valley walls, it is our opinion that the proposed development is suitable for the subject lands.

### 11.6 Slope Stability

The proposed development will have no adverse effect on the global stability of the slope, through construction and in the long term, provided that the recommendations contained within the Geotechnical Report (and Slope Stability Study) prepared by Soil Engineers Ltd. In particular, stability will be ensured through construction by shoring the excavation walls, and into the future through the construction of retaining walls to ensure that the building load will transfer to the subsoil.

### 11.7 Sustainability

The proposed development is anticipated to incorporate several sustainability measures in terms of its building design and construction aspects which will be further confirmed through the detailed design stage. Fundamentally, it fulfills key sustainable principles by making efficient use of land and infrastructure, transit and existing community facilities and parks based on the existing built environment.

## 12 Conclusion

The proposed development constitutes a form of infill and intensification on an underutilized parcel of land that leverages the existing services in the area. The proposed development is consistent with the Provincial Policy Statement (2014) and conforms to the Growth Plan for the Greater Golden Horseshoe (2019) as it encourages intensification within an existing built up urban area and makes efficient use of existing services.

The proposed development meets the intent of the Region of Peel Official Plan and the Town of Caledon Official Plan as it promotes intensification within the Bolton Rural Service Centre, an area planned for intensification within the Town of Caledon. Notwithstanding the previous, the proposed development does not implement the *Environmental Policy Area* land use designation within the Town of Caledon Official Plan nor the *Environmental Policy Area 1 and Environmental Policy Area 2 Zone* within the town of Caledon Zoning By-law. Redesignating the subject lands for a more appropriate land use designation and zone is the key objective of this applications.

By restricting the development of lands that do not contain environmental features identified within the Environmental Policy Area of the Town of Caledon Official Plan and within the Rural Service



Centre designation of the Region of Peel Official Plan, the Official Plan and Zoning By-law are not consistent with the objectives and intent of the Provincial Policy Statement, and do not conform with the Provincial Growth Plan. The proposed Amendments, on a site-specific basis, will bring the applicable land use policy into conformity with the Provincial policy direction.

In order to advance the development proposals, applications to amend the Official Plan and the Zoning By-law are required and have been provided with this submission. The amendment to the Town of Caledon Official Plan is appropriate and would not negatively impact the surrounding community of Bolton as evidenced through the analysis contained within this report and the supporting materials submitted with this application.

It is our opinion that the proposed development is appropriate and desirable for the subject lands, representing good land use planning and urban design principles and should therefore progress through the planning process as prescribed by the Planning Act.