
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF RESUBMISSION OF

DRAFT PLAN OF SUBDIVISION (21T-22002)
& ZONING BY-LAW AMENDMENT
(RZ 2022-0003) APPLICATIONS

PREPARED FOR

Argo Humber Station Limited

0 & 14259 Humber Station Road
PT LT 12, CON 5 (Albion)
Town of Caledon
Regional Municipality of Peel

May 2023
GSAI File # 792 – 021

LIST OF CONTENTS

1 / Introduction	1
1.1 / Proposed Draft Plan.....	2
1.2 / Proposed Zoning By-law Amendment.....	3
2 / Process & Engagement.....	4
3 / Site & Context.....	5
3.1 / Site Context	5
3.2 / Area Context	7
3.3 / Transit Context.....	7
4 / The Proposal	10
4.1 / The Development	10
4.2 / Supporting Studies	13
5 / Policy Context.....	14
5.1 / Provincial Policy Statement, 2020	14
5.2 / A Place to Grow, 2020	20
5.3 / Region of Peel Official Plan, 2022	25
5.4 / Town of Caledon Official Plan, 2018	35
5.5 / Draft Caledon Station Secondary Plan.....	43
5.6 / Zoning.....	51
6 / Summary & Conclusion	54

APPENDICES

Appendix I / Draft Zoning By-law Amendment

LIST OF FIGURES

Figure 1 / Aerial Context
Figure 2 / Transit Context
Figure 3 / Draft Plan of Subdivision
Figure 4 / Caledon Station Preliminary Framework Plan
Figure 5 / Bolton GO Major Transit Station Area
Figure 6 / Region of Peel Official Plan, Schedule E-1, Regional Structure
Figure 7 / Town of Caledon Official Plan, Schedule A, Town Structure
Figure 8 / Draft Caledon Station Secondary Plan, Land Use Plan
Figure 9 / Draft Caledon Station Secondary Plan, Density
Figure 10 / Ontario Regulation 171 / 21, Map No. 28

Planning Justification Report
Argo Humber Station Limited
Draft Plan of Subdivision & Zoning By-law Amendment
0 & 14259 Humber Station Road
Town of Caledon

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Argo Humber Station Limited (the 'Owner') to assist with planning approvals to implement development of the lands municipally known as 0 and 14259 Humber Station Road, in the Town of Caledon (the 'Subject Lands' or 'Site'). The Subject Lands are an assembly of two (2) parcels, collectively located on the east side of Humber Station Road, north of King Street. The Subject Lands are legally described as:

PT LT 12, CON 5 (Albion); Town of Caledon

The Subject Lands are currently vacant. Active agricultural fields are also present.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an ongoing Draft Plan of Subdivision ('Draft Plan', Town File Number 21T-22002) and Zoning By-law Amendment (the 'Amendment', Town File Number RZ 2022 - 0003) application to facilitate development of the Subject Lands. More specifically, the proposed development is to facilitate a compact, mixed use, pedestrian-oriented and transit supportive development that integrates with the planned evolution for the surrounding area.

The proposed Draft Plan and Amendment have been revised to include additional lands, as further described in **Section 2** of this Report, and have been prepared to implement contextually appropriate development, in an appropriate location than the current local policy permissions allow.

This Report, which has been prepared in support of the resubmission of the applications and supersedes the previous Planning Justification Report, dated February 2022, demonstrates that the proposal, corresponding Draft Plan and corresponding Amendment serve to implement the Provincial and Regional policy directions which support compact, mixed-use, pedestrian-oriented and transit supportive development in proximity to transit, amenities and services. This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the Draft Plan and the proposed changes to the Town of Caledon Zoning By-law 2006 – 50 ('By-law 2006 – 50') in relation to the current policy and regulatory framework and existing physical conditions.

1.1 / PROPOSED DRAFT PLAN

To facilitate the proposed development, approval of a Draft Plan of Subdivision ('Draft Plan') is required. The proposed, revised Draft Plan is being resubmitted to implement the proposed configuration of development blocks that will facilitate the proposal. **Table 1** below provides a land use summary of the Draft Plan components.

Table 1 / Summary of Draft Plan Components

LAND USE	LOTS / BLOCKS	AREA (HA)	AREA (AC)
Medium Density Residential	1	0.01	0.02
Mixed Use	4	2.16	5.34
GO Transit Lands	2	1.96	4.84
0.3,m Reserve	6	0.01	0.02
26.0 m Right-of-Way ('ROW')		0.67	1.66
22.0 m ROW		0.68	1.68
18.0 m ROW		0.12	0.30
Total	13	5.61	13.86

It is noted that the Draft Plan has been structured to be consistent with the Caledon Station Framework Plan for the Site and the development vision established by the draft Caledon Station Secondary Plan. As further discussed below, the goal for the lands subject to the Caledon Station Secondary Plan is to create a compact, well-designed, transit-supportive, complete community that integrates with the surrounding context. A mixture of land uses, built forms and housing options is also to be provided.

As described throughout this Report, the Subject Lands have been planned and designed to implement the development vision for the Subject Lands and support the creation of a complete community, by locating a mixture of uses in proximity to existing and planned transit, services, facilities and amenities.

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are not currently subject to the Town of Caledon Zoning By-law 2006 – 50 ('By-law 2006 – 50'). For clarity, the Site is subject to Ontario Regulation 171 / 21 ('O. Reg 171/21') which supersedes By-law 2006 – 50. O. Reg 171/21 zones the Subject Lands as 'Mobility Transit Hub'. The current zoning does not fully permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to build upon the zoning permissions provided in O. Reg 171/21, implement the land use designations contemplated in the Caledon Station Secondary Plan and implement revised development standards.

The proposed ZBA seeks to rezone the Site and create new site-specific exceptions to reflect the proposed development. More specifically, the ZBA seeks to introduce the following:

- To rezone the Site to a new Zone 'Mobility Transit Hub (MTH)' and 'Residential Multiple, Special (RM-YY)';
- To permit a range of uses;
- To permit a range of built forms;
- To permit a range of building envelope, including height, setbacks, encroachment and projection, standards;
- To permit a site-specific parking standard;
- To permit a site-specific amenity standard; and,
- To permit a site-specific landscaping standard.

A draft ZBA has been prepared and a copy is provided in **Appendix I** of this Report. This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), Region of Peel Official Plan (2022), Town of Caledon Official Plan (2018) and the proposed Caledon Station Secondary Plan.

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the Town of Caledon's Zoning By-law Amendment process. It is anticipated that the Owner, in collaboration with Town Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and development of the Subject Lands.

We highlight that there has been an extensive public process undertaken to date related to the Town's Bolton Residential Expansion Study ('BRES') process, the Region of Peel Regional Official Plan Amendment 30 ('ROPA 30') process and the Caledon Station process. There have also been many opportunities for public and stakeholder feedback and input throughout these above-noted processes.

Additionally, there have been and will continue to be, many opportunities for public input as the Caledon Station Secondary Plan process progresses. Public input into the creation of a compact, vibrant, liveable and sustainable community in the newly expanded Bolton Rural Service Centre boundary, which closely links land use, transportation and sustainability, is essential to the community's success. In this regard, the Application has and will continue to involve public engagement. It is anticipated that a number of informal public information meetings will be held. To date, an introduction of the planned Caledon Station community was made to Caledon Council on May 25, 2021, an informal resident meeting occurred on June

10, 2021, a Statutory Public Meeting was held on November 9, 2021, a second Statutory Public Meeting was held on January 10, 2023, and a third Public Meeting was held on May 2, 2023. As well, five (5) workshops and other online, interactive engagement opportunities were held during the Caledon Station Summer Engagement Program. The workshops were held with various stakeholders, based on 38 thematic areas. An online platform, comprised of a project website, online survey, information brochure, comment section and social media channels were utilized to gather feedback, comments and areas of concern. A summary of the feedback received during this Summer Engagement Program is provided in the Caledon Station Summer Engagement Program Summary.

In addition to the above, a Collaborative Planning Workshop was held on October 5, 2022 with representatives from the Project Team, Town of Caledon, Region of Peel and School Boards. This Workshop enabled the Project Team and Staff to collaborate on ideas and share valuable feedback in three (3) thematic areas. The feedback generated has been utilized by the Project Team, Region and Town to further refine the draft Caledon Station Secondary Plan.

To commence the submission process for the Subject Lands, a formal Pre-Consultation ('DART') meeting was held on April 8, 2021 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this Meeting, a Submission Checklist was received which identified the submission requirements for a 'complete' Application. The studies identified on the Checklist have been prepared and were provided under separate cover in support of an initial submission of this application in February 2022.

Subsequent to the filing of the initial Application in February 2022 as stated above, the applicable policy and regulatory framework for the Subject Lands has evolved. As such, additional lands owned by the Owner have been incorporated given these legislative changes. The end result is the proposed development, corresponding Draft Plan and corresponding Amendment are a resubmission and will enable the proposed development of the Subject Lands to be considered comprehensively. Given this resubmission and the legislative changes, a series of supporting studies have been prepared and are provided in support of this revised Application. Additional detail is provided in **Section 4.2** of this Report.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding context.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the east side of Humber Station Road, north of King Street. The Subject Lands have an area of approximately 5.61 hectares (13.86 acres), with a frontage of approximately 325.4 metres along Humber Station Road.

The Site abuts the rail corridor. Overall, the Site is vacant. Agricultural fields are also present. Access is provided via a driveway from each property off of Humber Station Road.

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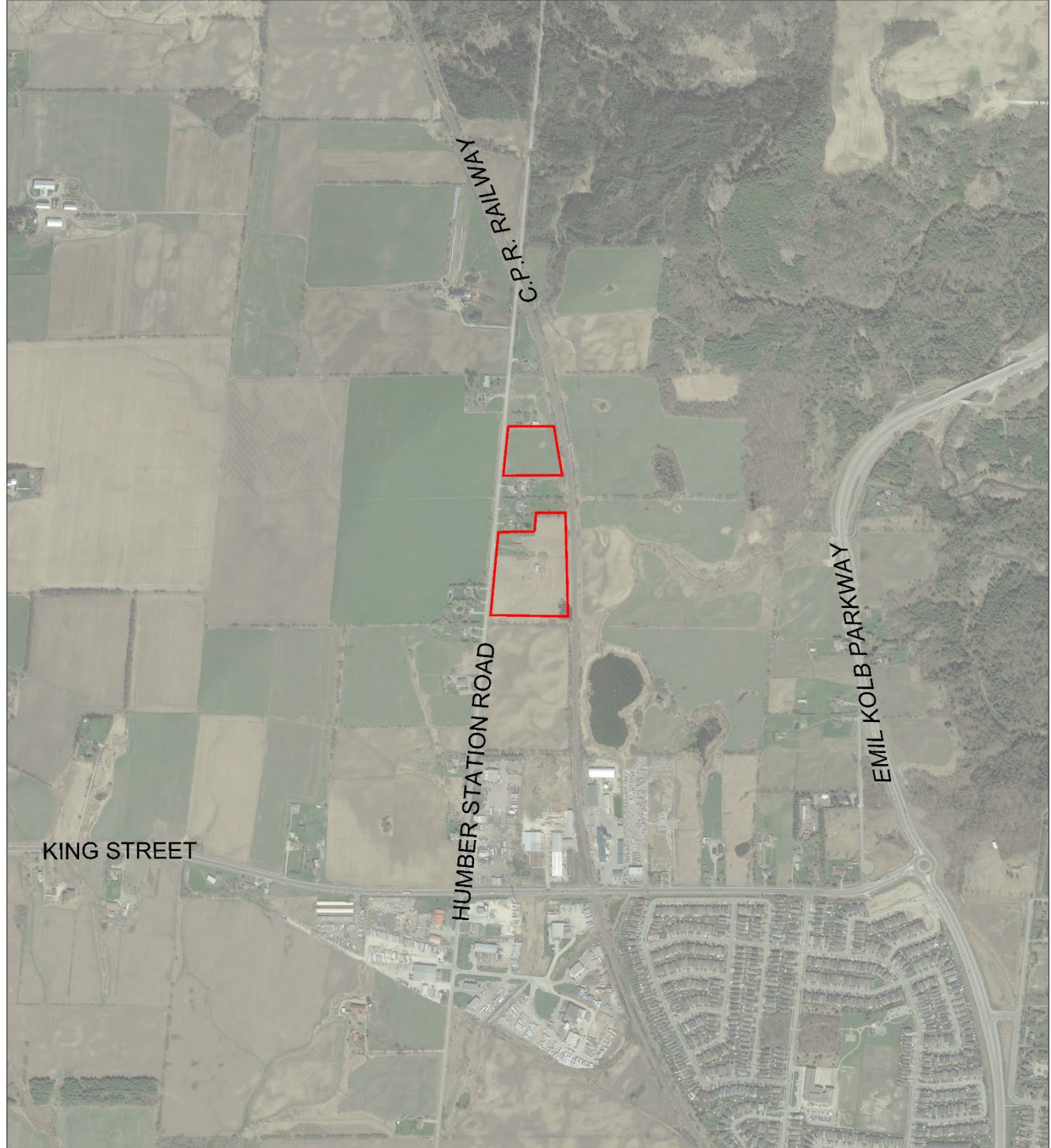


FIGURE 1 SITE CONTEXT PLAN

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
May 12, 2023

3.2 / AREA CONTEXT

The Subject Lands are located within the newly expanded Bolton community. As demonstrated on **Figure 1**, surrounding land uses are as follows:

NORTH	Agricultural fields and rural residential parcels are immediately north. Further north are segments of the Canadian Pacific Railway ('CPR') Corridor, agricultural fields and large forested areas associated with the Oak Ridges Moraine.
SOUTH	Agricultural fields are immediately south. Further south are additional agricultural fields, King Street and an established Employment Area comprised of low-rise industrial structures and surface parking areas with frontage on King Street. It is anticipated that as the Caledon Station Secondary Plan process advances, this existing industrial area will be redeveloped for more compatible uses in the future.
EAST	The CPR Corridor is immediately east. Further east are agricultural fields, a segment of the Employment Area, Emil Kolb Parkway and forested areas associated with the Oak Ridges Moraine. The existing Bolton community is located to the southeast.
WEST	Humber Station Road is immediately west. Further west are agricultural fields, rural residential dwellings, The Gore Road, Macville Public School and forested areas.

3.3 / TRANSIT CONTEXT

The Subject Lands are to be well-served by planned transit services. A summary of these services is provided below.

REGIONAL PUBLIC TRANSIT

It is understood that rapid transit services are planned to serve Caledon, and in particular the Bolton community. More specifically, a future Caledon GO Station is planned to be provided along Humber Station Road, north of King Street (see **Figure 2** on the next page). Once complete, this Caledon GO Station will be positioned along a Caledon-Vaughan GO Transit Line and will provide frequent service as well as an ability for residents to easily transfer to a variety of inter-regional areas and destinations. Based on the above, the Subject Lands are to be well-connected by regional transit networks. This will be further enhanced by the planned Caledon Station community which will provide for a compact, complete community that features direct pedestrian connections and multi-modal transportation connections.

We note that the Region of Peel has delineated Major Transit Station Areas ('MTSAs') through the Municipal Comprehensive Review ('MCR') initiative. The delineation of MTSAs was to ensure the Region of Peel Official Plan ('ROP') conforms to Provincial Plans and policy directions. As demonstrated in **Figure 3** on page 9, the Subject Lands are located within the Bolton GO MTSA. The Bolton GO MTSA is centred on the planned Caledon GO Station. As further described in Sections **5.2, 5.3, 5.4** and **5.5** of this Report, the presence of the Subject Lands within and adjacent to the Bolton GO MTSA supports the policy vision to direct growth to this area of the Town of Caledon and to facilitate Caledon Station as a compact, mixed-use, transit-supportive, pedestrian-oriented, complete community that is in proximity to and accessible from transit services. This

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FIGURE 2 SURROUNDING CONTEXT PLAN

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

- Subject Lands
- G Proposed Caledon GO Transit Station
- HUMBER VALLEY TRAIL SYSTEM
- HUMBER VALLEY RIVER



Scale NTS
May 12, 2023

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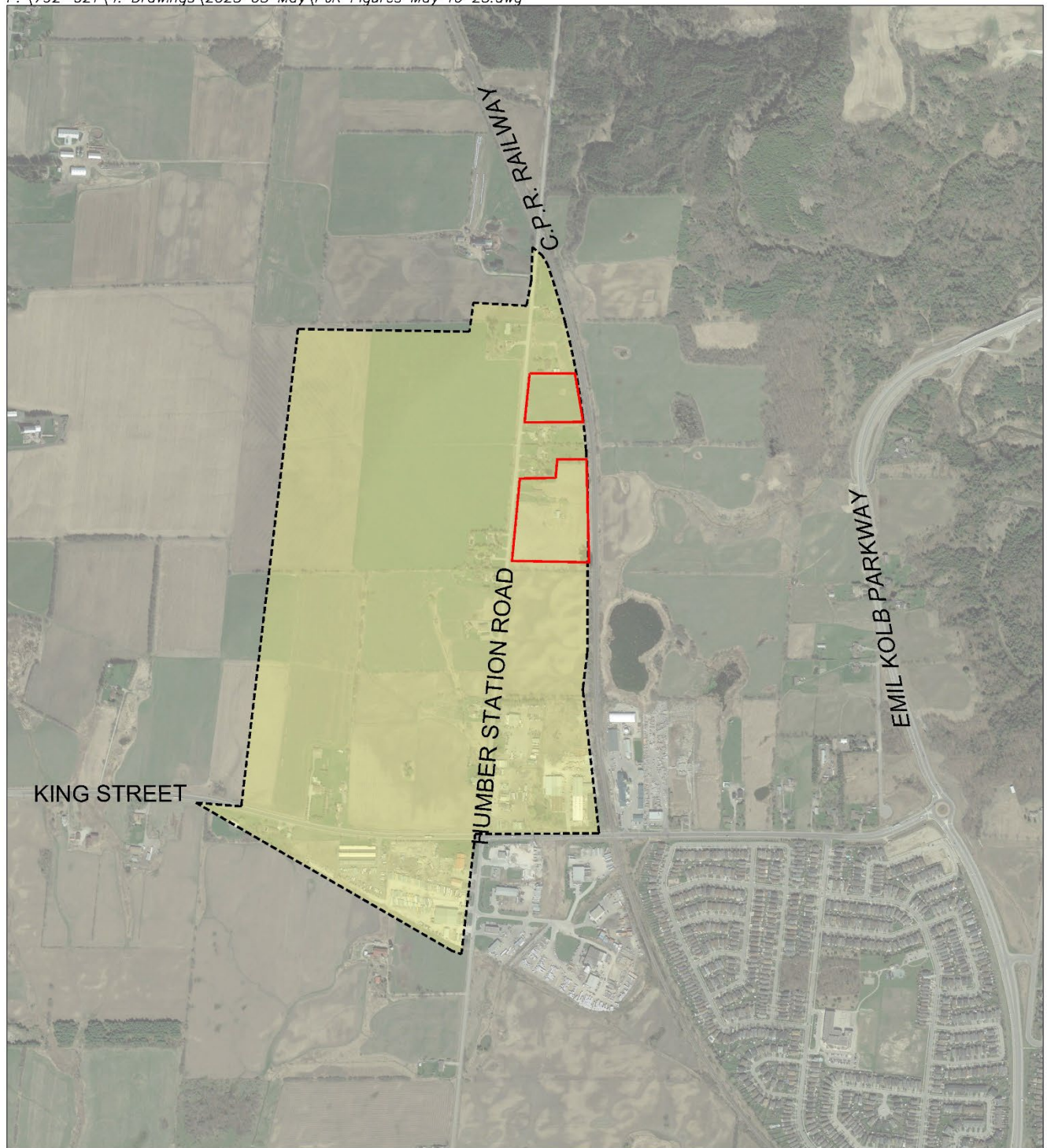


FIGURE 3
BOLTON GO MAJOR TRANSIT
STATION AREA

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

- Subject Lands
- Bolton GO MTSA Boundary



Scale NTS
May 12, 2023

also supports the vision for the Subject Lands as a key component of the compact, mixed-use, pedestrian-oriented, transit-supportive, complete Caledon Station community.

ROAD NETWORK

Humber Station Road is classified as a 'Collector' by the in-effect Town of Caledon Official Plan. Humber Station Road has an ultimate Right-of-Way ('ROW') width of 26 metres. The Subject Lands are surrounded by and have frontage on Humber Station Road. The current approximate width of Humber Station Road is variable.

4 / THE PROPOSAL

This Section of the Report provides an overview of the proposed development and the supporting studies.

4.1 / THE DEVELOPMENT

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth and the evolving physical neighbourhood context.

The proposal contemplates a compact mixed-use development comprised of various development blocks and a fine-grain road network. The proposed Draft Plan of Subdivision (see **Figure 5**) serves to implement the development vision for the Site. This development vision, as demonstrated on the accompanying Caledon Station Framework Plan (see **Figure 4**), is for a compact, vibrant, mixed-use, pedestrian-oriented, transit-supportive, sustainable complete community with a range and mixture of land uses and built forms to support housing choice for current and future residents.

The proposed development is organized around the planned Caledon GO Station, a fine-grain road network and public realm enhancements. This includes development blocks of varying size and configurations to facilitate built forms that will provide for a broad range and mixture of users. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages and new fine-grain road network so that a high-quality, inviting, pedestrian-oriented environment is provided.

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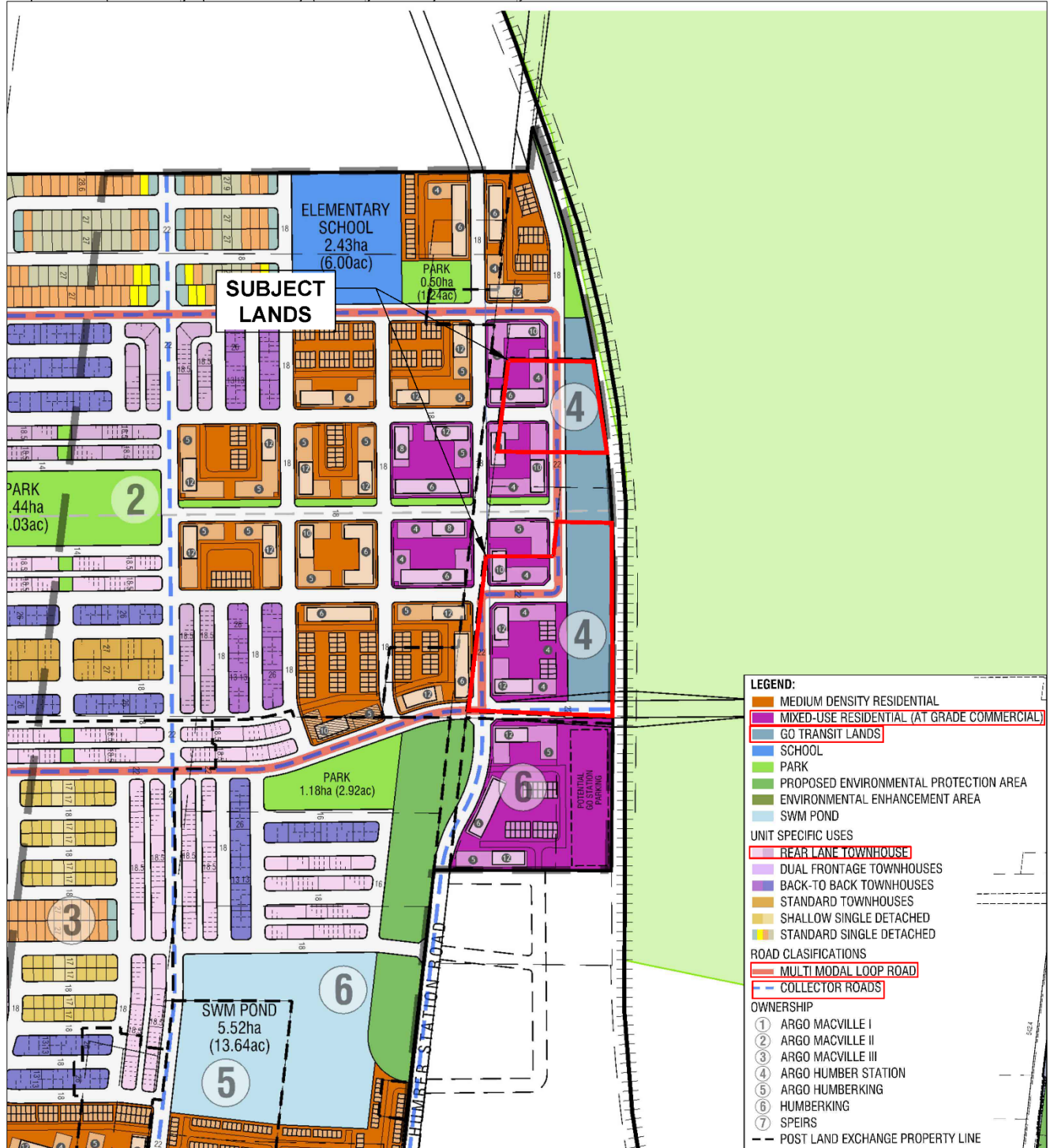


FIGURE 4
CALEDON STATION PRELIMINARY FRAMEWORK PLAN

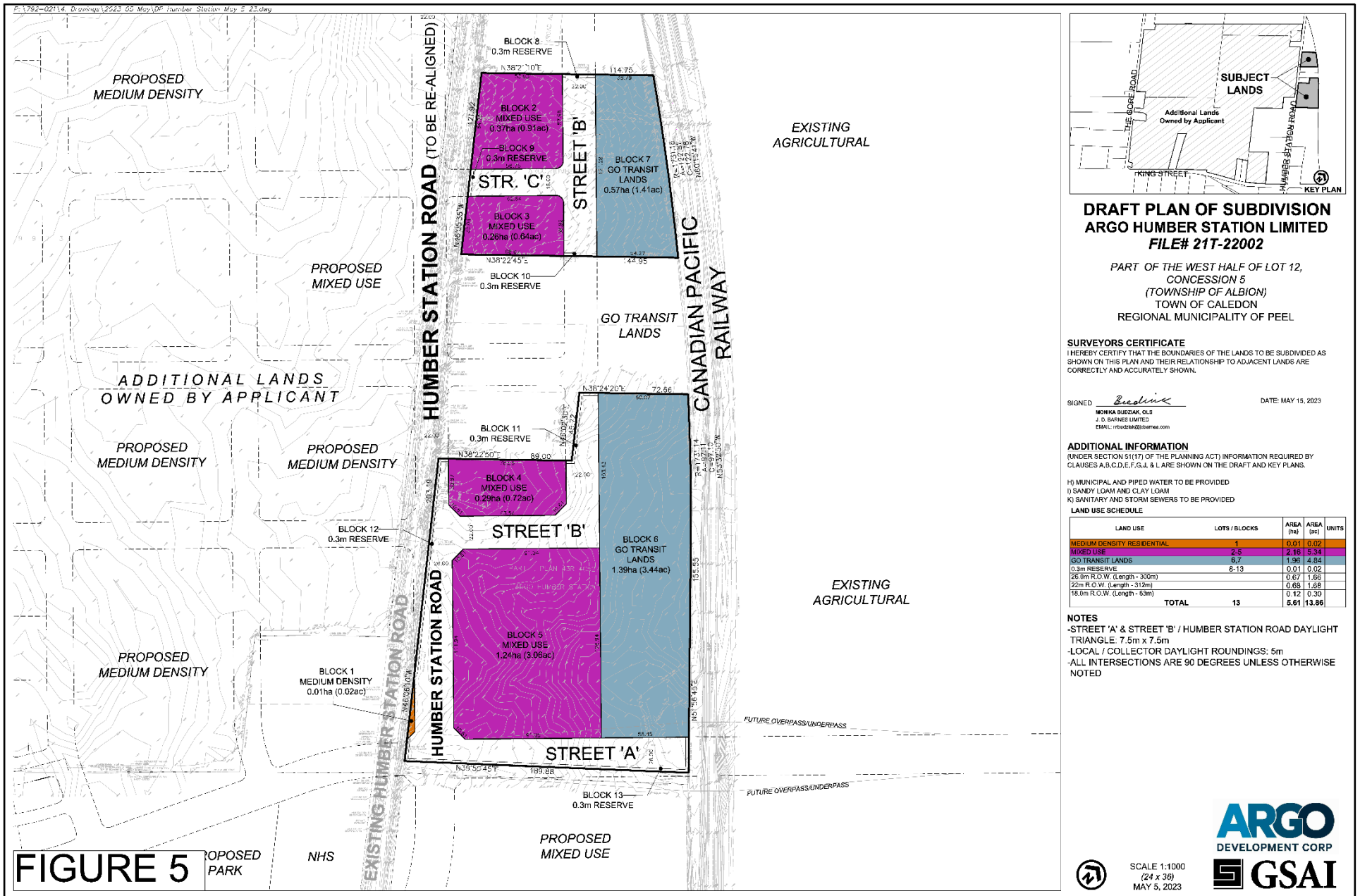
0, 14259 Humber Station Road,
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Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
May 12, 2023



A network of pedestrian connections and public sidewalks are also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

As further demonstrated on **Figure 5**, the proposed development is comprised of the following components:

- One (1) block of medium density residential built forms;
- Four (4) blocks of high-density mixed-use forms;
- Two (2) blocks of GO Transit lands; and,
- 26.0 metre, 22.0 metre and 18.0 metre Right-of-Way ('ROW')s.

To the greatest extent possible, the proposed development has been planned and designed to be vibrant, attractive, mixed-use, pedestrian-oriented and transit-supportive, while also providing appropriate transition to the surrounding context. Overall, the proposal will contribute to the creation of Caledon Station as a vibrant, mixed-use, sustainable, complete community where residents are able to live, work, play and shop within the Neighbourhood or even the same building.

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of supporting studies have been prepared. These Studies were identified during the initial Pre-Consultation ('DART') process and in response to Staff and Agency comments provided to date.

For ease of reference, the following supporting studies were prepared and provided in support of the proposed development:

- An Arborist Report, prepared by Beacon Environmental Limited, dated May 2023;
- A Comprehensive Environmental Impact Study and Management Plan ('CIESMP') Compliance Letter, prepared by Beacon Environmental Limited, dated May 2023;
- An Environmental Noise Feasibility Study, prepared by Valcoustics Canada Limited, dated May 17, 2023;
- An Environmental Site Assessment Reliance Letter, prepared by DS Consultants Ltd., dated May 16, 2023;
- A Functional Servicing and Stormwater Management Compliance Report, prepared by Urbantech, dated May 2023;
- A Geotechnical Investigation, prepared by DS Consultants Ltd., dated May 17, 2023;
- A Healthy Development Assessment, prepared by NAK Design Strategies, dated May 2023;
- A Hydrogeological Investigation, prepared by DS Consultants Ltd., dated May 17, 2023;
- A Traffic Compliance Letter, prepared by BA Group, dated May 17, 2023; and,
- An Urban Design and Architectural Design Guideline Conformance Letter, prepared by NAK Design Strategies, dated May 2023;

Each of the above-noted items have been provided under separate cover in support of the application. We highlight that in addition to those above-noted studies prepared in support of the Application, a series of supporting studies were prepared and provided in support of the Caledon Station Secondary Plan. These have also been provided under separate cover.

5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development, proposed Draft Plan of Subdivision ('Draft Plan') and proposed Zoning By-law Amendment ('ZBA' or 'Amendment') align with and serve to further implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

'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 and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... 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 or safety concerns;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and can be accommodated on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing compact, mixed-use development on lands that are currently underutilized;
- by locating a mixture of uses within the Town of Caledon, on a site designated for development by both the Region of Peel

Official Plan and the Town of Caledon's emerging 2051 Official Plan;

- by introducing residential dwelling units of varying size, configurations in an area that is to be well-served by surrounding uses, amenities and transit networks;
- by introducing development forms that will integrate with the surrounding environment and will serve to implement the development vision established by local policies for Caledon Station as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and planned infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including retention of natural areas, additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *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;

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'

'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 areas and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'*

The Subject Lands are located within a Settlement Area and a designated growth area. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure, resources and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to

support existing and planned transit services and active transportation networks.

Additionally, the provision of various parkland and landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Compliance Report ('FS – SWM Compliance Report'), the proposal can be accommodated by municipal infrastructure networks.

'1.5.1. *Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of pedestrian pathways, landscaped open spaces and sidewalk zones along the Site's public road network.

Overall, the landscaped areas and public sidewalk zones have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Caledon Station Framework Plan, these areas have been strategically located to facilitate space for the use and enjoyment of residents and

visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided. This will enable direct pedestrian connections to public sidewalks and the public realm, street furniture and other public realm enhancements to be provided. It will also facilitate connections with the sidewalk zones. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services.'*

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying FS – SWM Compliance Report, the proposed development will make better use of existing and proposed municipal infrastructure services. Furthermore, the proposal can be serviced by the planned municipal sewage and water systems.

'1.6.6.7. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated in the accompanying FS-SWM Compliance Report and the accompanying Architectural and Urban Design Guidelines Conformance Letter, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'

'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.'

The Subject Lands are to be well-served by planned transit networks and active transportation networks. More specifically, the planned Caledon GO Station is within walking distance of the Subject Lands, and will be directly accessible for community members. Furthermore, the planned network of public sidewalks, pedestrian pathways and fine-grain road network will provide safe, easy, convenient access for residents and visitors. Finally, the proposal is situated along the Humber Station Road corridor which is to feature a range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal will support future transit ridership, the provision of local amenities, the use of active transportation and enable residents and visitors alike to walk to destinations.

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) 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;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Caledon Station as a vibrant, complete community where residents are able to live, work, play and shop within the neighbourhood or even the same building. The proposal will also facilitate housing choice and high-quality built form that is compatible with the surrounding community. Furthermore, the proposed landscape and streetscape improvements will provide ecological benefits.

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate 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 it exists or is to be development, or designing these to facilitate the establishment of transit in the future;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are to be well-served by planned transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location near the planned Caledon GO Station. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and will support energy

conservation objectives. As stated above, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts. Finally, as further described in the accompanying Traffic Compliance Letter, the proposed development will support reduced congestion and transit supportive forms.

Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.5 of this Report, the Caledon Station Secondary Plan outlines the planned land use designations and policies applicable to the Subject Lands. As stated throughout this Report, the proposed development has been planned and designed to further implement the emerging land use

5.2 / A PLACE TO GROW, 2020

designations and policies for Caledon Station in order to facilitate compact, mixed-use, pedestrian-oriented and transit-supportive development on the Subject Lands that is permitted by Provincial policy.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendment are consistent with the policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

- a) the vast majority of growth will be directed to settlement areas that:

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'**

In accordance with A Place to Grow, the Subject Lands are located within a Designated Greenfield Area of the Town of Caledon. Designated Greenfield Area lands are areas where growth and development is forecasted to occur. Development of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is to be serviced by planned municipal water and wastewater infrastructure, is to be serviced by planned transit services and will support the achievement of Caledon Station as a complete community.

'2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient 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 additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:

 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, 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 supports the achievement of complete communities by providing for a compact development that includes a mix of residential and non-residential uses located in proximity to transit services. It will also further support the provision of services, amenities and spaces to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates high-quality, compact built forms that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A series of landscaped open spaces and a network of pedestrian pathways and public sidewalks are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

Transit Corridors & Station Areas

A Place to Grow identifies a series of strategic growth areas, including Major Transit Station Areas ('MTSAs'). Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms.

For clarity, A Place to Grow defines an MTSA as follows:

'the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.'

As demonstrated in **Figure 3** above, the Subject Lands are located within the Bolton GO MTSA – an MTSA on a priority transit corridor. As such, the following policies apply.

'2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.'*

'2.2.4.3 *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

b) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.'

'2.2.4.9 *Within all major transit station areas, development will be supported, where appropriate, by:*

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;

- b) *fostering collaboration between public and private sectors, such as joint development projects;*
- c) *providing alternative development standards, such as reduced parking standards; and*
- d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.'*

'2.2.4.10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.'

As stated above, the Subject Lands are located along the planned GO Transit rail network. As such, the GO Transit Line is understood to provide frequent transit services as defined by A Place to Grow. Given this, development of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors and Station Areas by directing higher density, compact, mixed-use development to an appropriate location, at an appropriate density.

Furthermore, the proposal will facilitate a mixing of uses in proximity to transit networks and will assist in the achievement of the Bolton GO MTSA-wide minimum density target of 150 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence along the planned GO Transit network and its location within an MTSA.

Overall, the proposed development supports the Provincial policy objectives for development in MTSAs by providing for a compact, high-density, transit-supportive development that includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to transit services, active transportation networks, stores and services to meet daily needs.

'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates development of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities and will facilitate a range of retail and service use tenants to locate within the Caledon Station community. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Caledon Station as a complete community.

'2.2.7.1. New development taking place in designated greenfield areas will be planned, designated and zoned in a manner that:

- a) supports the achievement of complete communities;*
- b) supports active transportation; and*
- c) encourages the integration and sustained viability of transit services.'*

'2.2.7.2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- a) The...Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs per hectare;'*

The Subject Lands are located within a Designated Greenfield Area, as defined by A Place to Grow. Designated Greenfield Areas are recognized locations where growth and development is to be directed. The proposed development, as contemplated, supports the above-noted Designated Greenfield Area policy objectives by facilitating the creation of a vibrant, complete community through the introduction of compact, higher density development on lands in proximity to planned transit, active transportation infrastructure and amenities that will support daily living. It will also support achievement of the minimum designated greenfield area target for lands within the Region of Peel.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development, corresponding Draft Plan and corresponding Amendment conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are to be well-served by transit and active transportation networks. It will also provide for a range of residential and employment uses which are to be well-served by community services, parks and local businesses. Furthermore, the proposal will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal, corresponding Draft Plan and corresponding Amendment serve to implement the applicable policies of A Place to Grow.

5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 6**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for development is reaffirmed by its location within a Strategic Growth Area (Schedule E-2), its location within a Major Transit Station Area (Schedule E-5) (see **Figure 3**) and its location within a 'Designated Greenfield Area (Schedule E-3).

For the purpose of this Report, the ROP, as approved by the Province on November 4, 2022, was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Draft Plan and Zoning By-law Amendment work to implement the ROP.

P:\792-021\4. Drawings\2023 05 May\PJR Figures May 16 23.dwg

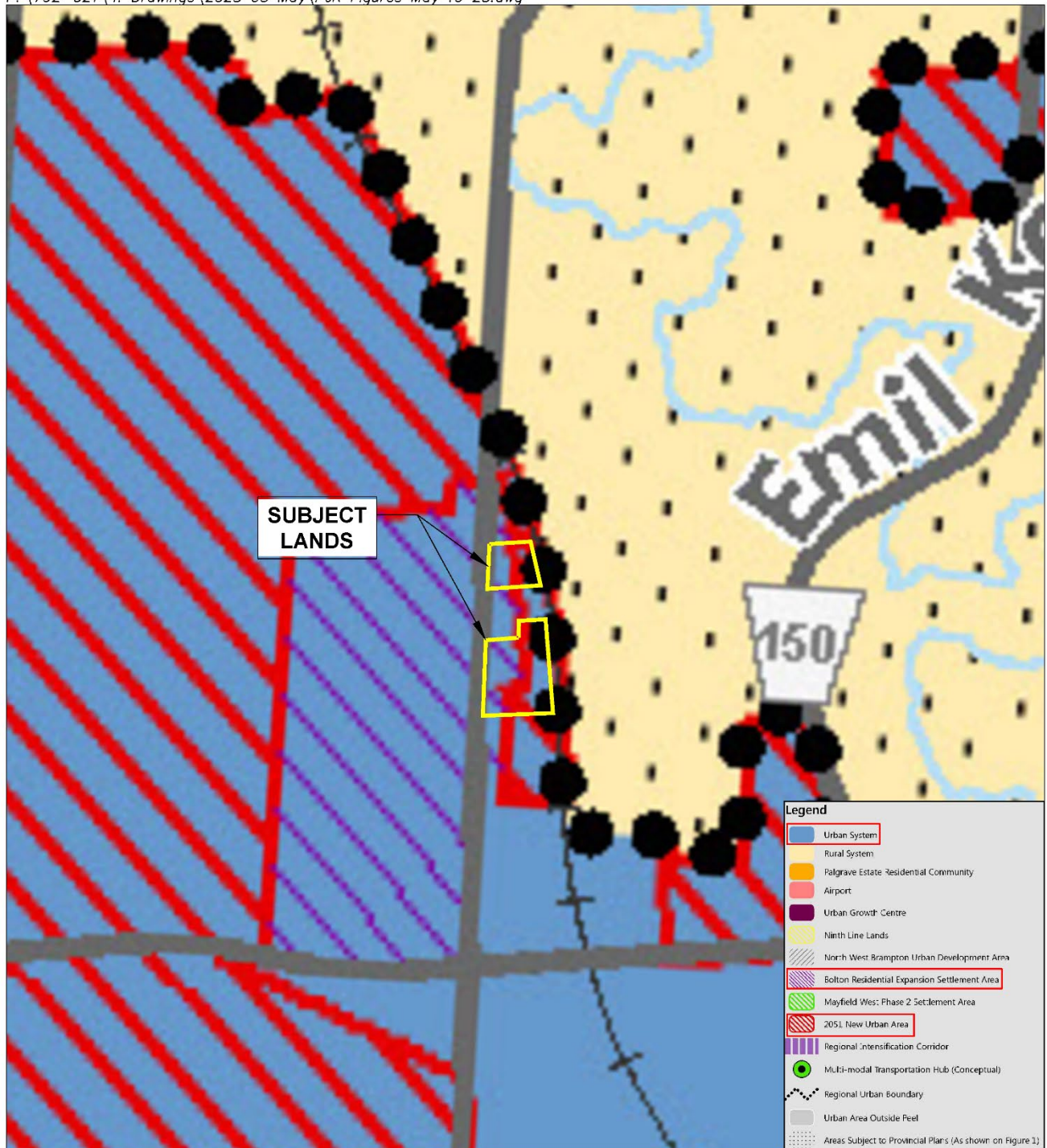


FIGURE 6
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'E-1' REGIONAL
STRUCTURE

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
May 12, 2023

Regional Structure

Chapter 5 of the ROP presents the policy framework for how growth and development is to be managed in accordance with the Regional Structure. As shown in **Figure 3** and **Figure 6** above, the Subject Lands are designated 'Urban System', are located within the Bolton GO MTSA, are located within a Designated Greenfield Area and are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

'5.4.1. To optimize the use of existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centers, intensification corridors and Major Transit Station Areas.'

'5.4.3. To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.'

'5.4.6. To optimize the use of existing and planned infrastructure and services.'

'5.4.7. Promote the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.'

'5.4.8. To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse

mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.'

It is the policy of Regional Council to:

'5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-Up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.'

'5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.'

'5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.'

The proposal will contribute to achieving the above-noted Urban System objectives and policies by facilitating a compact, mixed-use, transit supportive and pedestrian-oriented development on lands within the Designated Greenfield Area. Furthermore, the development, as contemplated, is in close proximity to planned transit networks, active transportation

infrastructure and nearby amenities that will support daily living. The proposed development will also provide for a mixture of land uses in a compact form efficiently utilizing planned services, while also providing housing choice for residents of varying incomes, life stages and lifestyle preferences and also providing a range of local employment opportunities. Finally, the proposal will provide for a network of landscaped open spaces to support the creation of a vibrant, sustainable, complete community where residents are able to live, work, shop and play within their community of choice.

Section 5.4.19, 5.6 and 5.6.17 of the ROP provide policy guidance on development occurring on Urban System lands, within Strategic Growth Areas and within the Designated Greenfield Areas of Peel. The following apply.

It is Regional objectives to:

'5.4.19.1. To plan and designate greenfields to contribute to complete communities.'

'5.4.19.2. To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.'

'5.4.19.3. To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.'

'5.4.19.4. To protect and enhance the natural environment and resources.'

'5.4.19.5. To manage greenfield growth to support Peel's economy.'

'5.6.2. To established complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities'

'5.6.3. To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'

'5.6.4. To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'

'5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'

'5.6.17.4. To support increased residential and employment densities within these [Strategic Growth Areas] area to ensure the viability of transit and a mix of residential, office, institutional and commercial development.'

'5.6.17.5. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'

'5.6.17.6. To encourage transit-supportive development in existing and new Designated Greenfield Areas.'

It is the policy of Regional Council to:

'5.4.19.6. *Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area....'*

'5.4.19.7 *Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:*

- *Town of Caledon: 67.5 residents and jobs combined per hectare.'*

'5.4.19.9 *Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.'*

'5.4.19.10 *Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.'*

'5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'*

'5.6.17.9. *Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that:*

- a) defines the character;*
- b) establishes transit-supportive density targets;*
- c) considers housing needs in accordance with Policy 5.9.7;*
- d) implements a phasing plan that sequences development in an orderly manner, coordinated with the provision of Regional and local infrastructure, transit and services;*
- h) considers connections and enhancements to the natural heritage system'*

'5.6.17.13 *Encourage the establishment of nodes and corridors in the Delineated Built-up Area and Designated Greenfield Areas to support compact urban forms and transit-supportive development where frequent transit and higher order transit service is planned.'*

'5.6.17.17 *Encourage the local municipalities to adopt alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards.'*

The Subject Lands are an appropriate and desirable location for development to occur given its location of being designated 'Urban System', being located within a Designated Greenfield Area, being within a Strategic Growth Area (MTSA) for Peel and being along the planned GO Transit network – a transit corridor where

higher density, compact development ought to be directed.

Furthermore, the proposed development has been planned and designed to facilitate a well-designed, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted objectives and policies by contemplating a mixture of land uses and built forms in close proximity to planned transit services and on planned municipal infrastructure. This will contribute to the creation of a vibrant, sustainable, complete community where residents, employees and visitors are provided safe, comfortable, convenient access to a range of travel modes and services. It will also support achievement of the minimum Designated Greenfield Area density targets for lands within the Town of Caledon.

Section 5.6.19 of the ROP contains the MTSA policy framework. Given the Subject Lands are located within the Bolton GO MTSA (see **Figure 3** above), the following apply.

It is Regional objectives to:

'5.6.19.2 Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space and public uses that supports the needs of employees and residents in a walkable environment.'

'5.6.19.4 Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal

split target by increasing transit ridership in Peel.'

'5.6.19.5 Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.'

It is the policy of Regional Council to:

'5.6.19.7 Direct the local municipalities to delineate the boundaries of all Primary and Secondary Major Transit Station Areas in their official plan in accordance with Schedule E-5 of this Plan'

'5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed in Table 5.'

In accordance with Schedule E-5 of the ROP, the Subject Lands are located within the Bolton GO MTSA which is a Primary MTSA. As such, development of the Subject Lands, as contemplated, serves to implement the above-noted objectives and policies for Major Transit Station Areas by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density. This includes a mixing of residential and employment-related uses, all of which are to be located in close proximity to planned transit services, active transportation networks, stores and services to meet daily needs.

Furthermore, the proposed development will assist in the achievement of the Bolton GO MTSA minimum density target of 150 residents and jobs combined per hectare.

Based on the above, the Subject Lands are an appropriate and desirable location for higher density, compact, mixed-use development to occur given its presence in proximity to the planned GO Transit network and its location within an MTSA.

Section 5.6.20 of the ROP contains the policy framework for Designated Greenfield Areas. The following apply.

It is Regional objectives to:

'5.6.20.2 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and sustainable communities with strong neighbourhood centres.'

'5.6.20.3 To phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.'

'5.6.20.4 To ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resources management system, and recognizes the importance of protecting and conserving cultural heritage resources including archaeological resources, cultural heritage landscapes, built heritage resources and agricultural resources of Peel.'

'5.6.20.6 To ensure that development of the Designated Greenfield Areas is supported by a well connected transportation structure and planned approach for the provision of transit and active

transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.'

'5.6.20.7 To ensure development in the Designated Greenfield Areas supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households.'

'5.6.20.14.6 To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and active transportation and integrates new residential, retail and employment uses.'

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

'5.6.20.14.8 To ensure development in the 2051 New Urban Area supports a range and mix of housing options and densities, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households.'

It is the policy of Regional Council to:

'5.6.20.8. Designate and delineate new Designated Greenfield Areas, as shown on Schedule E-3.'

'5.6.20.9 Direct the local municipalities to designate and delineate the Designated Greenfield Areas in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of this Plan.'

The proposed development will contribute to achieving the above-noted Designated Greenfield Area and 2051 Urban Area objectives and policies by facilitating a compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to planned transit networks, active transportation infrastructure and nearby amenities that support daily living. As further discussed throughout this Report, a mix of built forms and unit types are to be provided, in support of greater housing choice for current and future residents. Furthermore, contextually appropriate transportation demand management strategies are contemplated to support transit and active transportation networks. Finally, the proposed development contemplates high-quality, compact built forms that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages. A fine-grain road network, series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience, access to publicly-accessible open spaces and supporting active transportation networks.

Section 5.6.20.14.22 of the ROP provides a series of policy objectives for the Bolton Residential Expansion area of the Town of Caledon. For clarity, the Bolton Residential Expansion Settlement Area ('BRES') encompasses a portion (the western quadrant) of the Subject Lands. As such, the following apply.

'5.6.20.14.22.1 In addition to the policies of this Plan that govern the Region's Rural System, it is the policy of Regional Council to require the Town of Caledon to conform to the following policies:

Phasing of Development, Staging of Regional Infrastructure and Financial Agreements

- a) prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to the Region's satisfaction that provides for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan and Transportation Master Plans.*
- b) In accordance with Policy 7.11.18 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a financial and implementation plan to the Region's satisfaction that includes execution of any financial agreements for the provision of Regional infrastructure. This may require front-end financing or*

accelerated payment agreements and / or cost-sharing agreements, and limitations to be placed on the development, consistent with a phasing plan.

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

Transportation

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

Housing Assessment

- e) *Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare a housing assessment in consultation with the Region in order to include policies for the provision of affordable housing. The housing assessment shall address:*
- i. *Contribution towards the achievement of Regional new housing unit targets;*

- ii. *The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and*
- iii. *Identification and conveyance strategy for affordable housing, in consultation with the Region.*

Healthy Communities and the Built Environment

- f) *The Town of Caledon will conduct a health assessment of the secondary plan that implements the settlement area boundary in consultation with the Region, and that results are reported to Town Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework.*
- g) *The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any development, and that results are reported to Town Council in consultation with the Region. The health assessment must be completed in accordance with the Region of Peel's Healthy Development Framework.*
- h) *Integrate the Region of Peel's Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.*

- i) *The Region and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.'*

As stated above, the Subject Lands are designated 'Urban System' by the new in-effect 2051 Region of Peel Official Plan. As such, references in the above-noted Bolton Residential Expansion Area policies to the lands being within the 'Rural System' have been superseded and refer now to 'Urban System'. As further demonstrated in the accompanying FS – SWM Compliance Report, the Subject Lands can be serviced by planned municipal infrastructure. The delivery of these municipal services will be further refined during the Draft Plan approval and detailed design process and implementation of the draft Caledon Station Secondary Plan.

As described throughout this Report, the proposed development contemplates a broad range of residential built forms and densities. This will support the Regional policy objectives of providing a range of housing options for residents across the Region, including future residents of the Caledon Station community. Opportunities to provide housing units of sizes that are most applicable to the affordable unit price threshold will be further explored during the future detailed design stage.

In terms of transportation, the proposed development has been organized around a planned compact, fine grain road network and safe, comfortable and convenient linkages to active transportation networks. As further described in the accompanying Traffic Compliance Letter, the proposed development provides for an optimized site design that can

accommodate user demands. It also supports reduced reliance on private automobiles given the Site's locational characteristics of being in proximity to planned transit services.

Finally, in terms of healthy communities, the proposed development has been planned and designed to support a vibrant, compact, sustainable development form. As further described in the accompanying Healthy Development Assessment, the proposed development supports achievement of the Regional and Town sustainable development objectives and will support the creation of a healthy, complete community.

Section 5.10 of the ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with the ROP, the Subject Lands are located along the planned GO Transit network and are within a Strategic Growth Area. As such, the following apply.

'5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'

'5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'

As stated above, the Subject Lands are located along the planned GO Transit network. As such, the Site is to be well-served by planned transit services and active transportation networks. The proposed development, corresponding Draft Plan and corresponding Amendment will serve to realize the development

5.4 / TOWN OF CALEDON OFFICIAL PLAN, 2018

potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of uses will compliment and enhance the existing range of services and destinations present in the surrounding community, enabling residents to live, work, play and shop within the community or even the same building. The proposal, corresponding Draft Plan and corresponding Amendment affirm the Subject Lands are an appropriate and desirable location for development to occur and development as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates development at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the community as outlined by the Growth Management and Transportation System policies. In our opinion, the proposed development, corresponding Draft Plan and corresponding Amendment are in conformity with the applicable policies and objectives of the Region of Peel Official Plan.

The Town of Caledon Official Plan ('OP') was adopted by Town Council in 1979. Since this time, the OP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect OP identifies where and how the Town of Caledon is to grow up to the year 2031 based on a Town Structure (Schedule A) comprised of various components. The Subject Lands are located within the Agricultural and Rural Area component of the Town Structure (see **Figure 7**).

We note that the Town of Caledon is presently completing an Official Plan Review exercise. This exercise, referred to as the 'Future Caledon' initiative will culminate in a new Town-initiated Official Plan to ensure the OP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recently completed Region of Peel Municipal Comprehensive Review (referred to as the 'Peel 2051+' initiative) exercise, and implements key policy recommendations arising from the completion of recent Town initiatives and ongoing Town initiatives.

For the purpose of this Report, the April 2018 Office Consolidation has been reviewed and evaluated. The following is an analysis of the applicable in-effect OP policies and an evaluation of how the proposed Caledon Station Secondary Plan community will serve to better implement Provincial and Regional policy.

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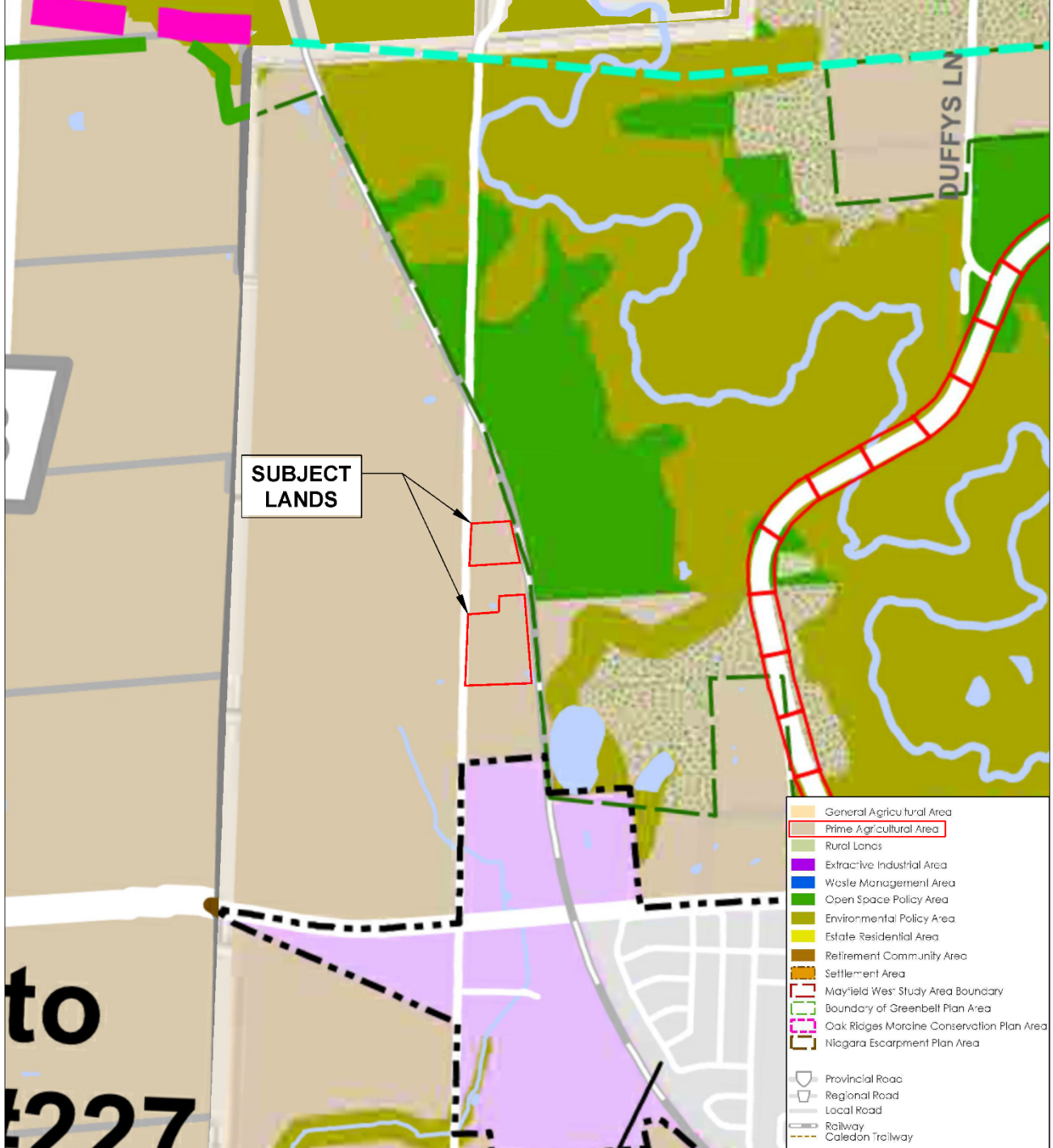


FIGURE 7
TOWN OF CALEDON OFFICIAL
PLAN
SCHEDULE 'A' - TOWN STRUCTURE

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
May 12, 2023

Chapter 3 of the OP establishes the policy framework for how development is to be managed. Specifically, development is to be encouraged in appropriate locations, while facilitating sustainable development and protection of the natural environment. The following policies apply.

'3.1.3.7.1. Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8....'

'3.1.3.7.2. Once design guidelines are established by Council, proponents for development and redevelopment shall demonstrate how the proposal addresses the applicable design guidelines, to the satisfaction of the Town.'

As outlined in the accompanying Healthy Development Assessment, the proposal has been planned and designed to achieve and advance the Town of Caledon's sustainability objectives. Given that the development has been planned and designed as a continuation of the sustainability elements outlined in the draft, accompanying Caledon Station Secondary Plan, development of the Subject Lands as contemplated continues to provide for development that addresses sustainability objectives.

'3.5.3.1. In conformity with the Strategic Direction of the Plan, the majority of new housing shall be located in settlements where full water, sewer and community support services can be provided in an effective and efficient manner.'

'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.'

As outlined above, the Subject Lands are located within the Region's 2051 Urban Area. As such, the Subject Lands are an appropriate and desirable location for development to occur. The proposal, as contemplated, serves to implement the above-noted housing policy objectives by facilitating housing units of varying sizes, configurations and densities. This will contribute to directing new housing to a settlement area and to providing greater housing choice to current and future residents of the community.

Chapter 4 of the OP establishes the policy framework for how growth is to be managed. Growth is to be directed to key components of the Town Structure, including the Rural Service Centres, Villages, Hamlets, Industrial / Commercial Centres and the Palgrave Estate Residential Community areas. Collectively, these areas are to receive the majority of Caledon's future growth. The following policies apply.

'4.1.1.2.1. To designate a hierarchy of settlements, where new growth and a range of services will be concentrated.'

'4.1.1.2.2 To allocate growth according to the hierarchy of settlements to foster and enhance the distinct community character of settlements in Caledon, develop Caledon as a complete community, ensure equitable and efficient provision of services, maintain a high quality of life and promote economic development and employment.'

'4.1.1.3.1 Development of settlements will take place within the following hierarchy:

- a) Rural Service Centres – compact, well-integrated rural towns on full piped water and sewer services.*

Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town. Given this role, the Rural Service Centres are emerging urban communities within the Town and their character will evolve accordingly.'

The proposal, as contemplated, achieves the above-noted policy objectives by facilitating compact, mixed-use, transit-supportive development on lands within the Region's 2051 Urban Area and Bolton Rural Service Centre area. Furthermore, the proposed development will support the creation of a complete, urban community that contains a mix of uses, services and facilities to enable the daily needs of residents and visitors to be met.

'4.1.6.3.2 Where it has been determined that it is appropriate to locate a Major Transit Station Area, further study will be undertaken to determine the appropriate boundaries and function of the Major Transit Station Area, and develop a Secondary Plan for the Area.'

As stated throughout this Report, the Subject Lands are located within the Bolton GO MTSA. As such, the proposed development supports the above-noted policy objective by facilitating compact, mixed-use, transit-supportive development on lands within an MTSA and in accordance with the development objectives established by Provincial and Regional policy and in the draft Caledon Station Secondary Plan.

'4.1.8.3.1. Community Plans and Secondary Plans will contain policies to ensure that Caledon's settlement areas are planned in such a way as to contribute to the development of Caledon as a complete community, are well-designed and offer transportation choices, an appropriate mix of housing and range of jobs, and provide goods and services in keeping with their function within the hierarchy of settlements set out in Section 4.1.1 of this Plan.'

The proposed development, corresponding Draft Plan and corresponding Amendment have been planned to be a natural and logical extension of growth. Furthermore, the proposal will provide for the creation of a vibrant, complete community with a mix of uses, densities and built form, a broad range of housing options and direct connections to transit and active transportation networks.

'4.2.2.3.1. Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare.'

'4.2.2.3.2. Caledon will, through its community planning initiatives, identify higher density urban nodes and intensification corridors in appropriate locations within the Designated Greenfield Area to contribute to the achievement of the overall Regional Greenfield Density Target.'

'4.2.2.3.3. Should a Major Transit Station be located in Caledon, Caledon will require development within the Designated Greenfield Area around the Major Transit Station to achieve a minimum density of 100 residents and jobs combined per hectare by 2031.'

In accordance with Schedule A1, the Subject Lands are located along a planned transit corridor. As described further in Section 5.3 of this Report, the Subject Lands are located within the Bolton GO MTSA, within the Region's Designated Greenfield Area and within a Strategic Growth Area. When considered collectively, these characteristics make the Subject Lands an appropriate, desirable and logical location for development to occur. The proposed development has been planned and designed to facilitate compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that is at an appropriate location and at an appropriate transit-supportive density to support nearby planned transit services, while also being in proximity to planned services and amenities to support daily needs.

As well, the proposed development will meet or exceed the current Region of Peel and Town of Caledon Official Plan policy minimum density targets, while also meeting or exceeding the A Place to Grow minimum density target of 150 persons and jobs per hectare. This will be achieved through the provision of a wide range and mix of housing unit types and built forms.

Chapter 5 of the OP establishes the policy framework for how lands are to be used. More specifically, the OP establishes a series of policies based thematic considerations including transportation, as well as policies based on land use designations. The following policies apply.

'5.9.4.4. *Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic.'*

'5.9.4.6. *The Town shall, in co-operation with various jurisdictions as appropriate, undertake or participate in transportation studies as needed to determine and refine transportation requirements and to designate and protect corridors / areas required for future transportation infrastructure. Amendments to the transportation policies and Schedules of this Plan may be needed, from time to time, to properly facilitate changes in the transportation system.'*

'5.9.5.4.2. *The Town will collaboratively work with the Region, Metrolinx, Province, neighbouring municipalities and other appropriate jurisdictions to:*

- a) *Expedite provision of GO Rail service to Bolton;*
- b) *Protect the location for the future GO Rail service that has been identified by Metrolinx and the Province;...*

'5.9.5.5.4. *In new developments in the designated greenfield areas, the Town shall endeavor to create street configurations, densities and urban form that support walking, cycling and the early integration and sustained viability of transit services.'*

'5.9.5.9.1. *The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.'*

'5.9.5.9.3. *Consideration will be given in an all new subdivision and development proposals to provisions for multi-use links with transportation networks.'*

As demonstrated in Figure 1, the Subject Lands are located within the Bolton community, along the CPR corridor, in proximity to the planned Caledon GO Station and within the Bolton GO MTSA. These locational attributes, combined with the policy directions identified above, make the Subject Lands an appropriate and desirable location for higher density, compact, transit-supportive development to occur. The proposal has been planned to provide for development comprised of various built forms with varying heights, situated adjacent to planned transit and active transportation networks. This will support planned infrastructure, transit and active transportation networks. Furthermore, as demonstrated in the accompanying Traffic Compliance Letter, prepared by BA Group, the proposal can be accommodated by the existing and planned road network.

'5.9.5.6.1. The Town recognize the importance of the railroad system within the transportation network and in this respect:

- c) The Town will work in conjunction with senior levels of government and the rail companies in the planning and development of new rail facilities and the relocation / reconstruction of existing facilities, where improvements in freight movement and / or safety measures are primary concerns;*
- d) The Town will pursue the use of existing railway lines for future commuter passenger service;*
- e) The Town will protect residential areas from noise, glare and air pollution, subject to jurisdictional limitations, in accordance with established standards.'*

As stated, the Subject Lands are located adjacent to the CPR corridor. As further described in the accompanying Environmental Noise Feasibility Study, the proposed development is appropriately situated and any impacts from the nearby rail corridor and roadways can be satisfactorily addressed through the implementation of noise mitigation measures.

As the Bolton Rural Service Centre is identified as one of the components of the Town's Settlement hierarchy, the following policies apply.

'5.10.3.2. Development of settlements will take place within the following hierarchy:

- a) Rural Service Centres – 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;...'*

'5.10.3.5. Development of settlements will occur in an orderly manner that makes efficient use of services, and discourages scattered or fragmented land development.'

'5.10.3.6. Provision of appropriate services, including transportation and municipal water and sanitary sewer infrastructure, fire and police protection, and health services, must be made when releasing land for development.'

'5.10.3.10. The land uses and the design of any proposed development will be compatible with, or enhance, the community character of the settlement, and development will be compatible with the land use patterns, densities, road systems, parks and open space systems, and streetscape(s) of the community.'

The proposed development has been planned and designed to be a component of the broader Caledon Station community. As such, the proposal facilitates compact, mixed-use development in an appropriate location that will contribute to the completion of the proposed Caledon Station community as a healthy, complete community. As demonstrated in the accompanying Functional Servicing and Stormwater Management Compliance Report, the proposed development will be on full municipal services. Furthermore, the proposed development will be in proximity to a range of uses, facilities and services needed to support daily needs. Overall, the proposed development has been planned and designed to implement the above-noted policy objectives and the development vision established by the proposed Caledon Station Secondary Plan.

Section 5.10.4.5 of the OP contains detailed policy directions for Bolton. This includes detailed policies for particular areas and land use designations that currently exist within Bolton, including the Bolton, Core, the Bolton South Hill, West Bolton, South Simpson and others. Current land use designations for Bolton are identified on Schedule C, Bolton Land Use Plan of the OP. The proposed Caledon Station Secondary Plan seeks to build on current OP policies and to establish specific policies related to the proposed development pattern for the community. This is further discussed in **Section 5.5** of this Report.

SUMMARY / CONFORMITY STATEMENT

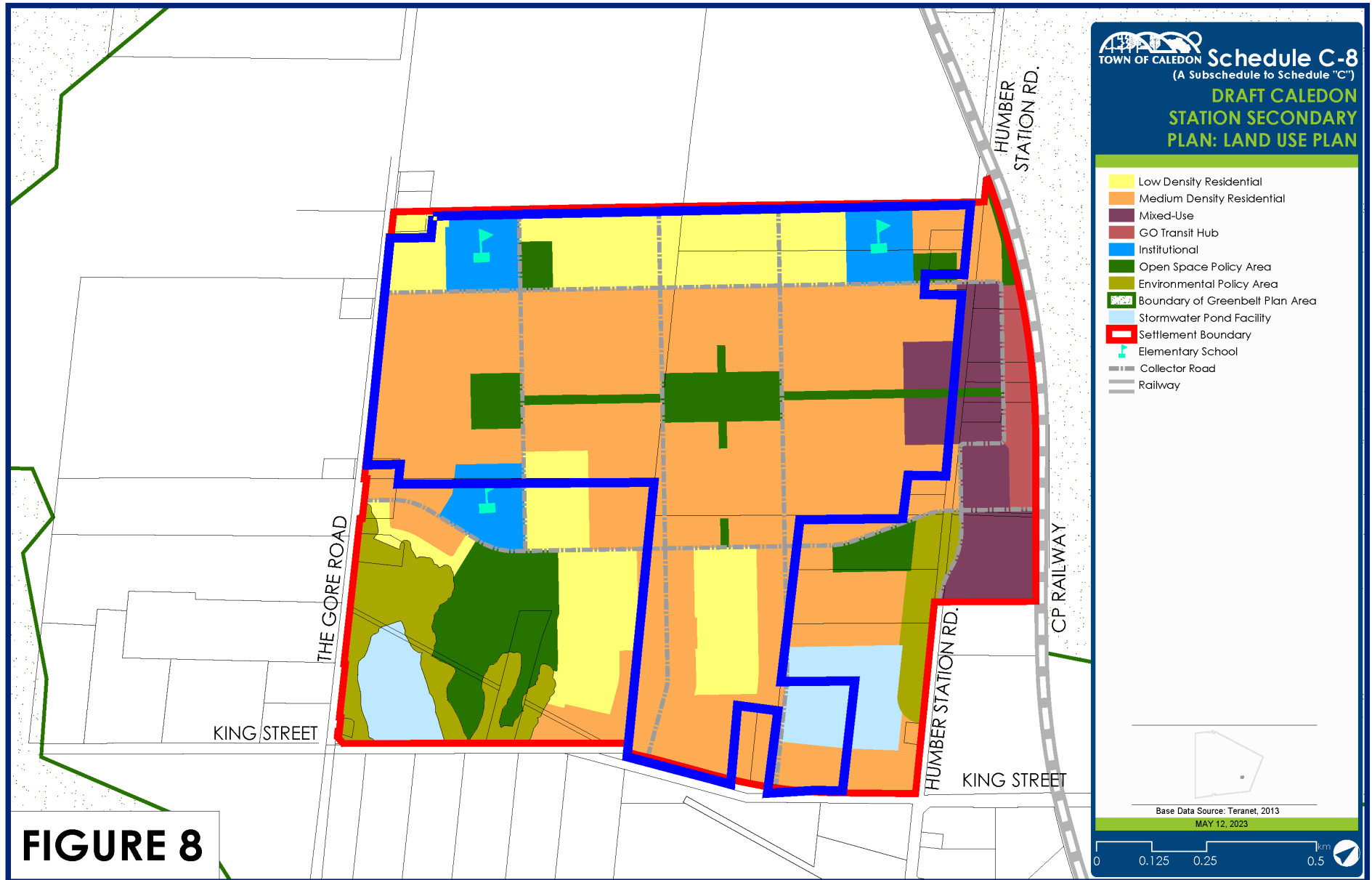
The Town of Caledon Official Plan ('OP'), as amended, guides land use planning and development across the Town. The above analysis demonstrates that the proposed development conforms to the objectives and policies of the OP by providing for a compact, mixed-use development on a site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density, will provide for greater housing choice and is in proximity to planned transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the vision for the Caledon Station community as demonstrated in the Caledon Station Secondary Plan Land Use Plan. Therefore, the proposed development, corresponding Draft Plan and corresponding Zoning By-Law Amendment serve to better implement the applicable policies and objectives for lands within the Urban System and Bolton Rural Service Centre area of the Town of Caledon Official Plan.

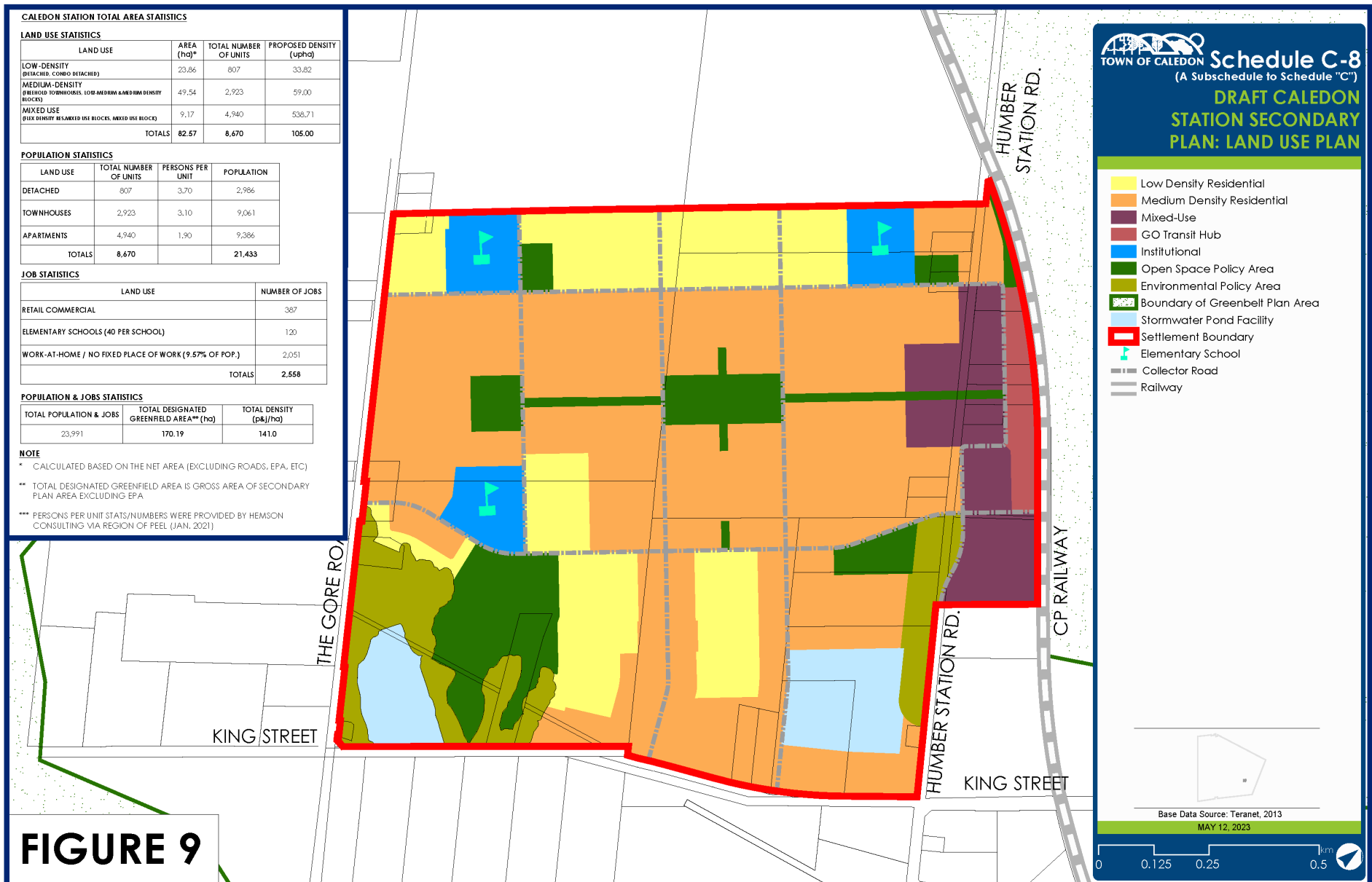
5.5 / DRAFT CALEDON STATION SECONDARY PLAN

The Caledon Station Secondary Plan ('Secondary Plan') is being advanced to establish how growth and development is to be managed across the community. The Secondary Plan, while under review and not yet an operative part of the OP, provides policy objectives in order to guide redevelopment and further implement land use, urban design, public realm and transportation policies. The Secondary Plan would have the effect of designating the Subject Lands as 'Mixed Use', and 'GO Transit Hub' (see **Figure 8**). As demonstrated on **Figure 9**, the proposed development will also support the achievement of Secondary Plan area-wide density targets.

The following draft policies, as identified in the February 2023 interim working draft of the Caledon Station Secondary Plan, apply to development of the Subject Lands. The final policies will be subject to the Caledon Station Secondary Plan that receives approval, under Town File Number POPA 2021-002.

Sections 7.16.6 to 17.6.8 of the proposed Secondary Plan establish the policy framework for how lands are to be used. More specifically, the Secondary Plan establishes a series of policies based on the five (5) land use designations. As demonstrated on **Figure 8**, the Subject Lands are proposed to be split designated 'Mixed Use' and 'GO Transit Hub'. These designations are the most appropriate and will facilitate the proposed development. The following draft policies would apply to redevelopment of the Subject Lands.





Section 7.16.7 of the proposed Secondary Plan provides policies related to Mixed Use areas. The following would apply to the Subject Lands.

'7.16.7.1.1. *The mixed-use designations on both sides of Humber Station Road together with the medium density residential designation permit a mix and variety of uses and medium density residential that supports a transit-oriented, new urbanism form of development along the corridor. Policies with respect to this designation also address the built form and streetscape required to create a safe, attractive corridor that establishes a strong sense of place making for people to live, work, play and shop.*

- a) *Permitted uses shall include a full range of office, commercial, institutional, cultural and entertainment uses, live/work townhouses and medium density residential dwellings and related infrastructure;*
- b) *Built form shall reinforce a high standard of quality and positive visual image;*
- c) *Development of the lands designated Medium Density Residential and Mixed Use along Humber Station Road and the future spine road may include ground level non-residential uses that complement and support the development of the residential use. These ground level non-residential uses*

may include small-scale commercial and professional offices. These ground level non-residential uses shall be designated to be part of the Medium Density Residential / Mixed Use building.'

'7.16.7.1.2. *Lands designated Medium Density Residential or Mixed Use may be developed for mid-rise buildings.'*

'7.16.7.1.4. *Mid-rise buildings in the Medium Density Residential / Mixed Use designation shall generally be 4 to 12 storeys.'*

'7.16.7.1.6. *Notwithstanding Section 7.16.6 of this chapter, the following site-specific principles and policies shall apply to the proposed mixed-use designation located along Humber Station Road:*

- a) *A high standard of urban design and site planning will be implemented on this site through the following measures:*
- b) *The submission of comprehensive urban design guidelines to the satisfaction of Town staff, to address streetscape treatment, landscape designs, accessibility requirements, architectural concepts and the identified urban design principles.'*

'7.16.7.1.7. As a unifying element, landscaping along Humber Station Road should compliment the mixed-use area through appropriate foliage which adds character and a positive visual image.'

The proposed development will provide for a mixture of high-quality, non-residential and residential uses that will meet the needs of current and future residents. The proposal represents an appropriate form and advances the above-noted Mixed Use policy objectives. Overall, the proposal has been planned and designed to further implement the proposed Mixed-Use policy objectives for the Caledon Station community. As further demonstrated in the accompanying Architectural & Urban Design Guideline Letter, the proposed development will provide for landscape and public realm enhancements that serve to advance the Mixed-Use area policy objectives outlined above. It is noted that opportunities to further address site-specific design elements will be explored during the detailed design stage.

Section 7.16.9 of the proposed Secondary Plan provides policies related to GO Transit Hub lands. The following would apply to the Subject Lands.

'7.16.9.1.1. Lands designated GO Transit Hub are located adjacent to the Mixed Use designation and CPR Tracks, east of Humber Station Road. These lands are within the MTSA, as defined by the Region of Peel, but do not represent the full extent of the MTSA per the Region of Peel Official Plan.'

'7.16.9.1.2. A GO Transit Hub is intended to support inter-regional, intra-regional and local transit service in the Plan Area and implement Section 5.6.19 (Major Transit Station Areas from the Region of Peel's Official Plan (2022)). The GO Transit Hub designation within the MTSA is intended to facilitate the GO Station and related uses required to support the extension of rapid transit service into Caledon.'

'7.16.9.1.4. General planning principals related to the transit hub include:

- a) The creation of a safe, attractive, transit oriented and pedestrian friendly community that supports a reduced demand on the road network system;*
- b) To build on the unique opportunity to develop a mixed-use community centred around the GO Transit Hub and related MTSA limits through co-operative efforts between the Town, the Region of Peel and Metrolinx to provide more sustainable, higher order inter-regional transit service to facilitate the development of a multi-modal transportation hub;*
- c) To develop an effective community interface along the east and west sides of Humber Station Road to facilitate convenient*

- pedestrian, vehicle, cycling and transit accessibility;*
- d) *Develop a street pattern and access options into the GO Transit Hub which includes a readily identifiable central transit-oriented 'spine road' and an equally viable 'pedestrian promenade' both of which will serve to facilitate easy access and movement of transit vehicles and pedestrians into and throughout the community. This may include an east / west link that allows traffic into the GO Transit Hub and community from Emil Knob Parkway while discouraging through traffic, subject to a separate EA process.'*

The proposed development, as contemplated, will provide for the ultimate creation of the Caledon GO Station. More specifically, the proposal supports the above-noted GO Transit Hub policy objectives by facilitating the future creation of the Caledon GO Station in an appropriate location along the planned GO Transit network, without adversely impacting the ability of surrounding lands to develop in a manner that supports the creation of Caledon Station as a vibrant, sustainable, transit-supportive, pedestrian-oriented, complete community. Furthermore, the proposal respects and implements the planned Caledon GO Station as the central anchor and organizing element of the surrounding community. Overall, the proposed development, corresponding Draft Plan and corresponding Amendment have been planned and designed to further implement the proposed development vision for the Caledon Station community, including the Caledon GO Station.

It is noted that opportunities to further address site-specific design elements and programming of the Caledon GO Station will be explored during the detailed design stage.

- '7.16.10.1.1.** *New development in the Plan Area shall meet the requirements of all current policies and guidelines relating to environmental noise and vibration issued by Transport Canada, the Ministry of the Environment, Conservation and Parks, the Ministry of Municipal Affairs and Housing, the Region of Peel, the Town of Caledon and the Canadian Pacific Railway (CPR).'*
- '7.16.10.1.2.** *Where the Town has identified the need for an environmental noise and vibration impact assessment, such assessment will be required with a development application and must be prepared by a qualified acoustic consultant.'*
- '7.16.10.1.3.** *Environmental noise and vibration impact assessments shall be based on assumptions of ultimate air, road and rail traffic and stationary sources or other noise and vibration generators as specified by the Town or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment and Climate Change.'*

'7.16.10.1.4. Environmental noise and vibration impact assessments will identify sound levels, before and after proposed attenuation measures are installed, for the existing and future conditions during applicable timeframes. Where unacceptable sound levels are predicted, the report shall review the merits of various attenuation measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.'

'7.16.10.1.5. The applicant will implement all the measured that are recommended in the approved environmental noise and vibration impact assessments.'

'7.16.10.2.2. Noise sensitive areas and vibration sensitive areas will be considered as those areas lying within 300 metres and 75 metres respectively of the CPR right-of-way having a development component that includes sensitive land uses such as outdoor passive recreation areas or a residential component such as residential homes. An environmental noise and vibration impact assessment shall be required for any application for sensitive land use applications within the noise and vibration sensitive areas.'

'7.16.10.2.3. Applications for zoning by-law amendments, draft plans of subdivision or condominium, site plan approvals, consents or minor variances involving development for sensitive uses on lands within 300 metres of the CPR in the Plan Area shall be sent to the Canadian Pacific

Railway as part of the agency circulation of applications.'

'7.16.10.3.1. Development applications in the Plan Area, which are likely to be adversely affected by excessive roadway noise levels, will be required to complete an environmental noise and vibration impact analysis.'

As the Subject Lands are located within the Secondary Plan Area, are in proximity to the CPR corridor and since the proposed development, as contemplated, considers the introduction of sensitive uses, an Environmental Noise Feasibility Study ("Study") has been prepared. As further discussed in the accompanying Study, adverse noise impacts due to roadways and the rail corridor can be effectively mitigated through the introduction of recommended noise attenuation measures. These recommended measures are outlined in Section 5 of the Study.

'7.16.15.3.1. The Town will require as a condition of approval of any new development or redevelopment that sufficient lands be gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or Town, as applicable, to provide the road right-of-way width established by this Plan.'

'7.16.15.3.2. Development applications shall demonstrate that sufficient lands are being provided to accommodate bike lanes, medians and on-street parking. The Town may require additional lands at intersections to provide for exclusive turning lanes

and daylight triangles. Such additional rights-of-way requirements shall be determined during the development application stage and will become part of the required rights-of-way.'

b) Transit stops will be located so that all residents and employees are predominantly within a 400-metre walking distance of a transit stop.'

The proposal contemplates the provision of public Rights-of-Way ('ROWs'). These proposed ROWs are to have widths of 26.0 metres, 22.0 metres and 18.0 metres, respectively. As demonstrated in the accompanying Traffic Compliance Letter ('Letter'), the proposed road network was found to be appropriate and sufficient to accommodate anticipated demands. The Letter also states that the proposed road network is consistent with the planned transportation network for the Caledon Station community.

The proposed development supports the above-noted public transit policy objectives by providing for a high-quality, compact development that is adjacent to the planned Caledon GO Transit Station. Furthermore, the development has been planned and designed to provide for an appropriate transition and integration with the surrounding area including a built form that will facilitate safe, comfortable, convenient access to planned transit services and a multitude of services, facilities and destinations to meet daily needs. The proposed development will also facilitate direct connections to planned active transportation networks.

'7.16.15.2.6. Arterial and collector roads shall accommodate transit routes and be designed to incorporate transit stops and bus bays, applicable.'

'7.16.15.4.3. Development plans shall be designed with specific regard to the safe, convenient and efficient use of public transit. In particular, applicants shall demonstrate how the proposed development addresses the following:

a) Local road patterns and related pedestrian and/or cycling routes should provide direct pedestrian and/or cyclist access to transit routes and transit stops; and

'7.16.17.2.1 All new development in the Plan Area shall be connected to Peel Region's water and wastewater systems. All municipal water and / or wastewater facilities shall be developed in accordance with the Community-Wide FSR, in consultation with Peel Region.'

As further demonstrated in the accompanying Functional Servicing and Stormwater Management ('FS – SWM') Compliance Report, the proposed development will make efficient use of and can be serviced by the planned municipal sewage and water systems to serve the entirety of the Caledon Station community.

5.6 / ZONING

'7.16.20.1. All development applications in the Plan Area shall require, as part of a complete application, the completion of a Health Assessment. The Health Assessment must be completed in accordance with the Region of Peel's Healthy Development Assessment, in consultation with the Region.'

As further demonstrated in the accompanying Healthy Development Assessment, the proposed development conforms to the Region of Peel Healthy Development Assessment criterion and scores a Gold level of 80 – 100%.

SUMMARY / CONFORMITY STATEMENT

The draft Caledon Station Secondary Plan ('SP') has been prepared to guide land use planning and development across the community. The above analysis demonstrates that the proposed development conforms to the objectives and policies of the draft SP by providing for a compact, mixed-use development on a site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is in an appropriate location to capitalize on the planned infrastructure networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the vision for the community. Therefore, the proposed development, the corresponding Draft Plan and the corresponding Amendment serve to implement the applicable policies and objectives as outlined in the proposed Secondary Plan.

The Subject Lands are not subject to the Town of Caledon Zoning By-law 2006 – 50 ('By-law 2006 – 50'). Instead, the Site is subject to Ontario Regulation 171 / 21 ('O. Reg. 171/21') which currently zones it as 'Mobility Transit Hub Zone' (see **Figure 10**). A site-specific Zoning By-law Amendment ('ZBA') is requested to modify the permissions awarded by O. Reg. 171 / 21 and appropriately re-zone the Subject Lands by introducing a new zone category to By-law 2006 - 50, to build upon the MZO 'Mobility Transit Hub Zone' provisions, based on the proposed tenure and built form contemplated.

Given the range of built forms contemplated as described throughout this Report and as demonstrated on the accompanying Draft Plan, a new 'Mobility Transit Hub (MTH)' Zone and a 'Multiple Residential- Special' (RM-YY) Zone are requested.

A draft Implementing Zoning By-law ('ZBA') has been prepared and is provided in **Appendix I** of this Report. More specifically, the ZBA seeks to introduce site-specific permissions to the proposed Zone:

- To permit a range of uses;
- To permit a range of built forms;
- To permit a range of building heights, projections, encroachments and setbacks;
- To permit revised amenity area standards;
- To permit revised parking standards; and,
- To permit revised landscaping.

Table 2 on page 53 provides a rationale for the requested zoning and site-specific exceptions.

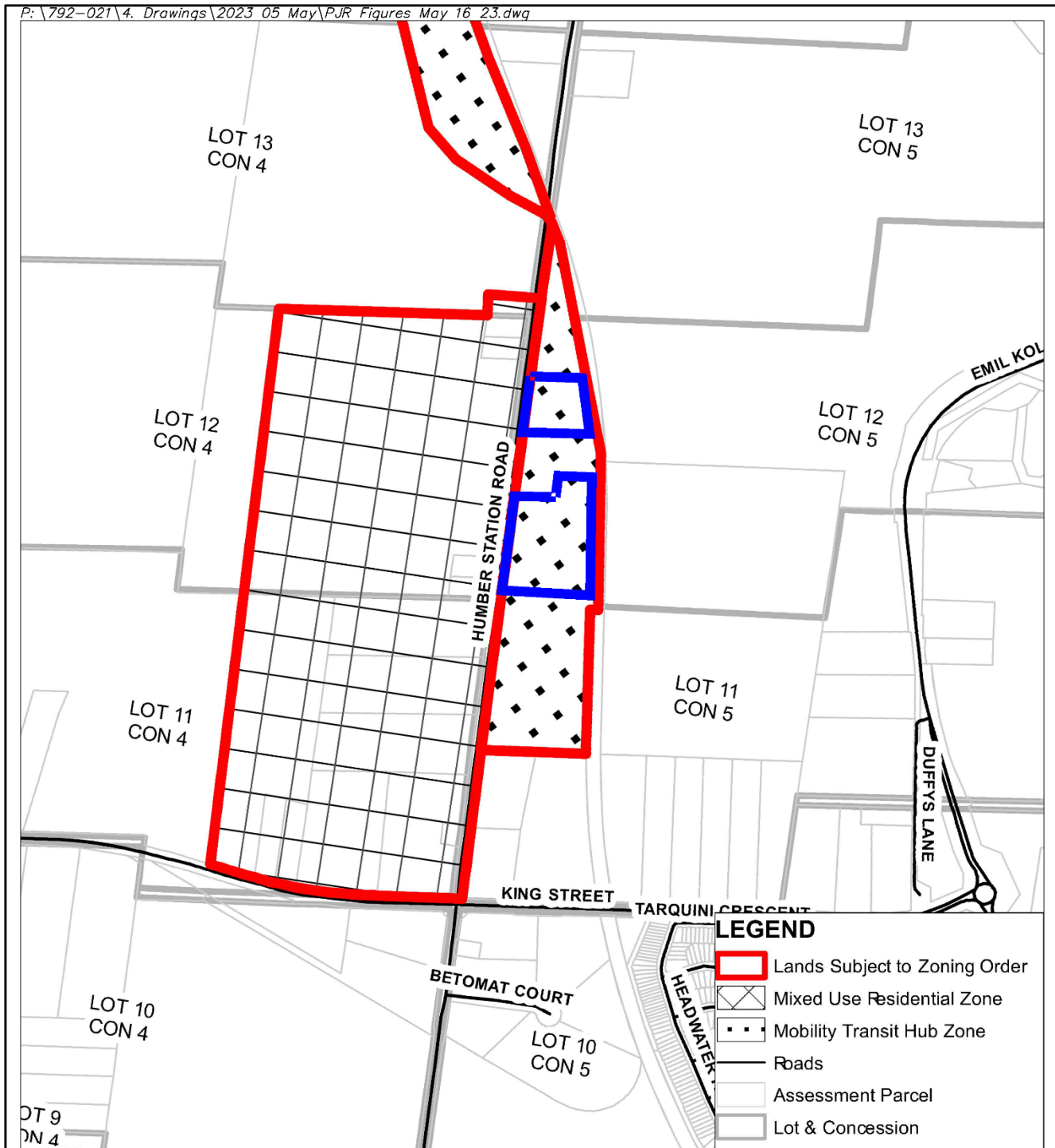


FIGURE 10
ONTARIO REGULATION 171 / 21 -
MAP NO. 28

0, 14259 Humber Station Road,
Geographic Township of Albion, Town of Caledon,
Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
May 12, 2023

Table 2 below summarizes the proposed exceptions and the rationale for these permissions and provisions.

Table 2 / Summary of Proposed Exceptions & Rationale

<i>Requested Exception</i>	<i>Rationale</i>
<i>Site-Specific Built Form</i>	To implement the desired range of permitted uses and built form
<i>Modified Heights, Encroachments, Projections and Setbacks</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding community
<i>Modified Amenity Space Standard</i>	To implement the desired built form and optimized site design, a modified amenity space standard is requested. The requested standard will also enable the provision of a high-quality, safe, comfortable and attractive outdoor landscaped areas that are directly visible and accessible from the proposed indoor amenity areas
<i>Modified Landscaping Spaces</i>	In efforts to accommodate the desired built form and sustainable building practices, modified landscaped areas are requested. This request seeks to implement reduced landscape areas so that urban hardscape public open spaces are provided. These spaces are to be safe, comfortable and attractive components of the pedestrian environment. The pedestrian environment,

<i>Requested Exception</i>	<i>Rationale</i>
	as contemplated, is to include pedestrian pathways, public sidewalks, parks and landscaped open spaces. These pedestrian environment areas, coupled with the requested landscape areas, will enable a development that is appropriate and desirable
<i>Modified Parking Standard</i>	In order to implement the desired range of built form and transit-supportive development, a revised parking standard is requested. As further demonstrated in the accompanying Traffic Compliance Letter, the requested parking standard is appropriate given the Site's proximity to planned transit services and active transportation networks. Furthermore, the requested parking standard is capable of accommodating the anticipated local parking demands and will also serve to discourage automobile use for local trips which will further support increased transit ridership and sustainable modes of travel

6 / SUMMARY & CONCLUSION

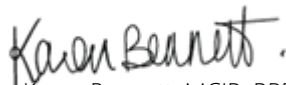
As outlined above, together with the supporting studies, the proposed development, corresponding Draft Plan of Subdivision ('Draft Plan') and associated Zoning By-law Amendment ('ZBA', or the 'Amendment'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan, the Town of Caledon Official Plan and the proposed Caledon Station Secondary Plan. Furthermore, based on the existing physical context and surrounding community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and Town, we conclude the following:

1. The proposed Draft Plan and Zoning By-law Amendment represent appropriate development on the Subject Lands given the emerging vision for the surrounding context;
2. The proposal provides an appropriately designed and compatible development for the Caledon Station community that will contribute to the provision of new housing options, new parkland, new schools and the achievement of a complete community;
3. The proposed Draft Plan and Amendment are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
6. The proposal has been designed to conform with the in-effect and emerging Town of Caledon Official Plan and emerging Caledon Station Secondary Plan policy objectives;
7. The proposal will support the creation of Caledon Station as a vibrant, healthy, complete community that is directly accessed from the planned Caledon GO Station;
8. The proposal can be adequately serviced by planned municipal services; and,
9. The proposal is in keeping with the character and planned context of the Caledon Station community, and it provides an opportunity for contextually appropriate, greenfield development within the Town's Bolton Service Centra area and within the Bolton GO MTSA where compact, transit-supportive and pedestrian-oriented growth is to be directed. Additionally, the proposal upholds the overall Town Structure set out in the Town of Caledon Official Plan and further implements the development objectives as identified in the Caledon Station Secondary Plan.

Accordingly, we conclude that the proposed Draft Plan and Amendment are appropriate, represent good planning and implement the Town, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.


 Karen Bennett, MCIP, RPP
 Partner


 Stephanie Matveeva, MCIP, RPP
 Associate

APPENDIX I / *Draft Zoning By-law
Amendment*

**THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2023-xxx**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended by
Ontario Regulation 171/21 and Map No. 258,
with respect to Part of West Half of Lot 12, Concession 5, (Albion),
Town of Caledon, Regional Municipality of Peel.

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part the West Half of Lot 12, Concession 5 (Albion), Town of Caledon, Regional Municipality of Peel, for a Draft Plan of Subdivision including Blocks of land intended for Multiple Residential uses (including Mixed Uses) and Mobility Transit Hub uses;

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

1.0 THAT Section 3.2 (Definitions) be amended to add the following definition:

“Amenity Area” means an indoor and/or outdoor recreational area provided for the communal use of the residents including rooftop amenity areas, green roofs and rooftop gardens and inclusive of landscaped areas and may include POPS.”

“Privately owned publicly accessible open space (POPS)” means open space which the public is welcome to enjoy, but remain privately owned.

2.0 THAT Schedule A to Comprehensive Zoning By-law 2006-50 and Map No. 258 to Ontario Regulation 171/21 is hereby further amended by changing the existing “Mobility Transit Hub Zone” (per MZO O’Reg. 171/21) to a new Town of Caledon “Mobility Transit Hub” (MTH) and “Multiple Residential - Exception” (RM-YY) zone (per Zoning By-Law No. 2006-50) as shown on Schedule A; and

3.0 THAT the following is added to Section 7.2:

7.2 To establish a new Commercial Zone to be called “Mobility Transit Hub” (MTH) zone, to include the following permitted uses and Special standards:

Zone Prefix	Additional Permitted Uses	Special Standards
Mobility Hub Transit (MTH) Zone	<ul style="list-style-type: none"> - <i>uses identified within the Townhouse Residential – Exception 615 (RT-615) zone of the Zoning By-Law</i> - <i>Dwelling, Townhouse, Stacked</i> - <i>uses identified within the Village Core Commercial (CCV) zone of the Zoning By-Law</i> - <i>a long-term care home</i> - <i>a retirement home</i> - <i>a mixed-use building</i> - <i>a live-work unit</i> - <i>an animal hospital</i> - <i>a convenience store</i> - <i>a day nursery</i> - <i>funeral home</i> - <i>laundromat</i> - <i>a medical centre</i> - <i>a museum</i> - <i>outdoor display or sales areas, accessory</i> - <i>research establishment</i> - <i>an accessory retail store</i> - <i>a stormwater management pond</i> - <i>a parking garage</i> - <i>a public transit depot</i> - <i>a public use</i> 	<p><u>1.0 DEFINITIONS</u></p> <p>1.1) "stacked townhouse" For the purpose of this zone, <u>stacked townhouse</u> means a building containing four or more dwelling units in which each dwelling unit is divided both horizontally and vertically from another dwelling unit by a common wall;</p> <p><u>2.0 REGULATIONS</u></p> <p>a) Accessory Building Size For the purpose of this zone, (an) accessory building(s), not including a detached or dual garage, shall have a total maximum building area of 20m².</p> <p>2.1) The zoning requirements in the Townhouse Residential – Exception 615 (RT-615) zone of the Zoning By-Law apply to the uses, buildings and structures permitted through the Townhouse Residential – Exception 615 (RT-615) zone in addition to the following:</p> <p>a) a required third floor egress balcony may project a maximum of 1.0m beyond the building into a rear yard, a rear yard backing onto a lane, exterior side yard and/or front yard.</p> <p>b) the maximum encroachment for covered or uncovered steps or stairs, ramp or barrier-free access feature not associated with a deck is 0.5 m into a required parking space in a private garage.</p> <p>c) for dwelling, townhouse, the minimum rear yard setback is 6.0 and a maximum rear yard encroachment of up to 3.0 m of the main building is permitted, provided that the width of the encroachment does not exceed 55% of the overall building width.</p> <p>d) an air conditioner or heat pump is permitted in the front yard of a Dwelling, Townhouse, Back-to-Back, provided it is screened from public view or located on a balcony.</p> <p>e) maximum building height is 17.0 m</p> <p>f) Parking for townhouse units shall be provided at a minimum rate of 1.0 space per unit.</p>

Zone Prefix	Additional Permitted Uses	Special Standards
		<p>g) visitor parking for townhouse units (except back-to-back townhouse units on a public street) shall be provided at a minimum rate of 0.15 spaces per unit.</p> <p>2.2) The zoning requirements for Dwelling, Townhouse, Stacked shall include the following:</p> <p>a) there is no minimum lot area;</p> <p>b) the minimum dwelling unit width is 3.5 m for the ground floor and 4.5m above the ground floor;</p> <p>c) the minimum setback from front wall of a building to a public or private street, sidewalk, walkway or parking space not located in a driveway is 3.0 m;</p> <p>d) the minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a public or private street, sidewalk, walkway or parking space is 1.0 m;</p> <p>e) the minimum setback from the vehicular door of a private garage to a public or private street, sidewalk, walkway or parking space not located in a driveway is 5.5 m;</p> <p>f) despite paragraph above, the minimum setback from the vehicular door of a private garage, where the garage is accessed at the rear of the dwelling by a public or private street, is 0.5m;</p> <p>g) the minimum setback from the side wall of any building to a walkway is 1.5 m;</p> <p>h) the minimum setback from the side wall of any building to any other building on the same block, a public or private street, sidewalk or parking space is 3.0 m;</p> <p>i) despite paragraph (h) above, there is no minimum setback between attached units;</p> <p>j) the minimum setback from a front or rear wall of any building to any other building on the same lot is 9.0 m;</p> <p>k) the minimum setback of any building to any lot line where the adjacent use is the interior side yard for any single detached or semi-detached built form is 9.0 m;</p>

Zone Prefix	Additional Permitted Uses	Special Standards
		<p>l) the minimum setback of any building to any lot line where the adjacent use is the rear yard for any single detached or semi-detached built form is 4.5 m;</p> <p>m) parking shall be provided at a minimum rate of 1.15 parking space per dwelling unit, inclusive of visitor parking;</p> <p>n) the minimum outdoor amenity area is the greater of 2.5 sq.m per dwelling unit or 5% of the site area;</p> <p>o) the minimum landscaped area is 20% of the block;</p> <p>p) the maximum building height is the greater of 20.0m or 5 storeys;</p> <p>q) an air conditioner or heat pump is permitted in the front yard, provided it is screened from public view or located on a balcony;</p> <p>r) the maximum encroachment for eaves, sills, fireplaces, cornices, parapets, pilasters, shadow boxes or other similar ornamental architecture features is 0.6 m extending from a main building wall, a bay, box or bow window, a covered or uncovered porch or balcony into a required yard.</p> <p>2.3 The zoning requirements for uses permitted pursuant to the Village Core Commercial (CCV) zone as well as non-residential uses permitted through this Zoning By-Law shall include the following:</p> <p>a) there is no minimum lot area;</p> <p>b) minimum lot frontage of 6.0 m;</p> <p>c) no maximum building height for buildings within MTSA; for all buildings outside of the MTSA, a maximum height of 12 storeys (48 m) excluding rooftop mechanical rooms and equipment shall be permitted.</p> <p>d) no minimum planting strips widths;</p> <p>e) no minimum parking space setbacks from any lot line or from any zone;</p>

Zone Prefix	Additional Permitted Uses	Special Standards
		<p>2.4 The zoning requirements for Apartment Buildings, Mixed Use Buildings, Long Term Care Homes, and Retirement Homes shall include the following:</p> <ul style="list-style-type: none"> a) there is no minimum lot area; b) there is no minimum lot frontage; c) there is no maximum lot coverage; d) minimum front yard setback is 0.3 m if ground floor contains non-residential uses and 2.0 m if the ground floor contains residential uses; e) maximum front yard setback is 2.0 m if the ground floor contains non-residential uses; f) minimum interior side yard setback is 3.0 m g) minimum rear yard setback is 3.0 m h) minimum setback to a sight triangle is 0.0 m; i) no maximum building height for buildings within MTSA; for all buildings outside of the MTSA, a maximum height of 12 storeys (48 m) excluding rooftop mechanical rooms and equipment shall be permitted. j) minimum landscaped open space is 15%; k) minimum 3.0 m planting strip shall be located along each street line adjacent to a parking area; l) minimum parking space setback and driveway setback is 3.0 m; m) all garbage shall be stored inside the building; n) no air conditioning units or heat pumps shall be located in the front yard or the exterior side yard; o) a convenience store shall not exceed a maximum of 160 sq.m. net floor area; p) Parking for apartment units shall be provided at minimum 0.7 spaces per unit.

Zone Prefix	Additional Permitted Uses	Special Standards
		<p>q) Parking for long term care and retirement homes shall be provided at minimum 0.3 spaces per unit.</p> <p>r) Visitor parking for all units in an Apartment Building, long term care and retirement homes shall be provided at minimum 0.15 spaces/unit</p> <p>s) Parking for non-residential uses on the ground floor of an Apartment Building shall be provided at minimum 1 space/ non-residential unit</p> <p>t) In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors.</p> <p>u) minimum amenity area to be the greater of 5 sq.m. per unit or 10% of the site area.</p>

4.0 That the following is added to Table 13.1:

Zone Prefix	Exception Number	Additional Permitted Uses	Special Standards
Multiple Residential (RM) Zone	YY (# to be provided by Planning Staff)	<p>- <i>uses identified within the Townhouse Residential – Exception 615 (RT-615) zone of the Zoning By-Law</i></p> <p>- <i>Dwelling, Townhouse, Stacked</i></p> <p>- <i>uses identified within the Village Core Commercial (CCV) zone of the Zoning By-Law</i></p> <p>- <i>a long-term care home</i></p> <p>- <i>a retirement home</i></p> <p>- <i>a mixed-use building</i></p> <p>- <i>a live-work unit</i></p> <p>- <i>an animal hospital</i></p> <p>- <i>a convenience store</i></p> <p>- <i>a day nursery</i></p> <p>- <i>funeral home</i></p>	<p><u>1.0 DEFINITIONS</u></p> <p>1.1) "stacked townhouse" For the purpose of this zone, <u>stacked townhouse</u> means a building containing four or more dwelling units in which each dwelling unit is divided both horizontally and vertically from another dwelling unit by a common wall;</p> <p><u>2.0 REGULATIONS</u></p> <p>a) Accessory Building Size For the purpose of this zone, (an) accessory building(s), not including a detached or dual garage, shall have a total maximum building area of 20m².</p> <p>2.1) The zoning requirements in the Townhouse Residential – Exception 615 (RT-615) zone of the Zoning By-Law apply to the uses, buildings and structures permitted</p>

		<ul style="list-style-type: none"> - laundromat - a medical centre - a museum - outdoor display or sales areas, accessory - research establishment - an accessory retail store - a stormwater management pond - a public use 	<p>through the Townhouse Residential – Exception 615 (RT-615) zone in addition to the following:</p> <p>a) a required third floor egress balcony may project a maximum of 1.0m beyond the building into a rear yard, a rear yard backing onto a lane, exterior side yard and/or front yard.</p> <p>b) the maximum encroachment for covered or uncovered steps or stairs, ramp or barrier-free access feature not associated with a deck is 0.5 m into a required parking space in a private garage.</p> <p>c) for dwelling, townhouse, the minimum rear yard setback is 6.0 and a maximum rear yard encroachment of up to 3.0 m of the main building is permitted, provided that the width of the encroachment does not exceed 55% of the overall building width.</p> <p>d) an air conditioner or heat pump is permitted in the front yard of a Dwelling, Townhouse, Back-to-Back, provided it is screened from public view or located on a balcony.</p> <p>e) maximum building height is 17.0 m</p> <p>f) Parking for townhouse units shall be provided at a minimum rate of 1.0 space per unit.</p> <p>g) visitor parking for townhouse units (except back-to-back townhouse units on a public street) shall be provided at a minimum rate of 0.15 spaces per unit.</p> <p>2.2) The zoning requirements for Dwelling, Townhouse, Stacked shall include the following:</p> <p>a) there is no minimum lot area;</p>
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		<p>b) the minimum dwelling unit width is 3.5 m for the ground floor and 4.5m above the ground floor;</p> <p>c) the minimum setback from front wall of a building to a public or private street, sidewalk, walkway or parking space not located in a driveway is 3.0 m;</p> <p>d) the minimum setback from a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a public or private street, sidewalk, walkway or parking space is 1.0 m;</p> <p>e) the minimum setback from the vehicular door of a private garage to a public or private street, sidewalk, walkway or parking space not located in a driveway is 5.5 m;</p> <p>f) despite paragraph above, the minimum setback from the vehicular door of a private garage, where the garage is accessed at the rear of the dwelling by a public or private street, is 0.5m;</p> <p>g) the minimum setback from the side wall of any building to a walkway is 1.5 m;</p> <p>h) the minimum setback from the side wall of any building to any other building on the same block, a public or private street, sidewalk or parking space is 3.0 m;</p> <p>i) despite paragraph (h) above, there is no minimum setback between attached units;</p> <p>j) the minimum setback from a front or rear wall of any building to any other building on the same lot is 9.0 m;</p> <p>k) the minimum setback of any building to any lot line where the adjacent use is the interior side yard</p>
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			<p>for any single detached or semi-detached built form is 9.0 m;</p> <p>l) the minimum setback of any building to any lot line where the adjacent use is the rear yard for any single detached or semi-detached built form is 4.5 m;</p> <p>m) parking shall be provided at a minimum rate of 1.15 parking space per dwelling unit, inclusive of visitor parking;</p> <p>n) the minimum outdoor amenity area is the greater of 2.5 sq.m per dwelling unit or 5% of the site area;</p> <p>o) the minimum landscaped area is 20% of the block;</p> <p>p) the maximum building height is the greater of 20.0m or 5 storeys;</p> <p>q) an air conditioner or heat pump is permitted in the front yard, provided it is screened from public view or located on a balcony;</p> <p>r) the maximum encroachment for eaves, sills, fireplaces, cornices, parapets, pilasters, shadow boxes or other similar ornamental architecture features is 0.6 m extending from a main building wall, a bay, box or bow window, a covered or uncovered porch or balcony into a required yard.</p> <p>2.3 The zoning requirements for uses permitted pursuant to the Village Core Commercial (CCV) zone as well as non-residential uses permitted through this Zoning By-Law shall include the following:</p> <p>a) there is no minimum lot area;</p> <p>b) minimum lot frontage of 6.0 m;</p>
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		<p>c) no maximum building height for buildings within MTSA; for all buildings outside of the MTSA, a maximum height of 12 storeys (48 m) excluding rooftop mechanical rooms and equipment shall be permitted</p> <p>d) no minimum planting strip widths</p> <p>e) no minimum parking space setbacks for any lot line or from any zone;</p> <p>2.4 The zoning requirements for Apartment Buildings, Mixed Use Buildings, Long Term Care Homes, and Retirement Homes shall include the following:</p> <p>a) there is no minimum lot area;</p> <p>b) there is no minimum lot frontage;</p> <p>c) there is no maximum lot coverage;</p> <p>d) minimum front yard setback is 0.3 m if ground floor contains non-residential uses and 2.0 m if the ground floor contains residential uses;</p> <p>e) maximum front yard setback is 2.0 m if the ground floor contains non-residential uses;</p> <p>f) minimum interior side yard setback is 3.0 m</p> <p>g) minimum rear yard setback is 3.0 m</p> <p>h) minimum setback to a sight triangle is 0.0 m;</p> <p>i) no maximum building height for buildings within MTSA; for all buildings outside of the MTSA, a maximum height of 12 storeys (48 m) excluding rooftop mechanical rooms and equipment shall be permitted;</p> <p>j) minimum landscaped open space is 15%;</p>
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			<p>k) minimum 3.0 m planting strip shall be located along each street line adjacent to a parking area;</p> <p>l) minimum parking space setback and driveway setback is 3.0 m;</p> <p>m) all garbage shall be stored inside the building;</p> <p>n) no air conditioning units or heat pumps shall be located in the front yard or the exterior side yard;</p> <p>o) a convenience store shall not exceed a maximum of 160 sq.m. net floor area;</p> <p>p) Parking for apartment units shall be provided at minimum 0.7 spaces per unit.</p> <p>q) Parking for long term care and retirement homes shall be provided at minimum 0.3 spaces per unit</p> <p>r) Visitor parking for all units in an Apartment Building, long term care and retirement homes shall be provided at minimum 0.15 spaces/unit</p> <p>s) Parking for non-residential uses on the ground floor of an Apartment Building shall be provided at minimum 1 space/ non-residential unit</p> <p>t) In a mixed-use development, shared parking is permitted between residential visitors and non-residential visitors</p> <p>u) minimum amenity area to be the greater of 5 sq.m. per unit or 10% of the site area.</p>
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5.0 Schedule “A”, Zone Map 22 of By-law 2006-50, as amended is further amended for Part of West Half of Lot 12, Concession 5 (Albion), Town of Caledon, Regional Municipality of Peel, from “Mobility Transit Hub Zone” (per MZO O’Reg. 171/21) to “Mobility Transit Hub Zone” Zone and “Multiple Residential – Exception” (RM-YY) (per Zoning By-Law No. 2006-50) in accordance with Schedule “A” attached hereto.

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

Annette Groves, Mayor

Laura Hall, Clerk

SCHEDULE "A"

ZONING BY-LAW

No. 2023-XX

ARGO HUMBER STATION LIMITED
 PART OF THE WEST HALF LOT 12,
 CONCESSION 5,
 (TOWNSHIP OF ALBION)
 TOWN OF CALEDON
 REGION OF PEEL

LEGEND

SUBJECT PROPERTY TO BE REZONED FROM
 "MOBILITY TRANSIT HUB" PER (MZO O'REG 171/21
 (MAP 28) TO
 "MOBILITY TRANSIT HUB" (MTH) ZONE AND
 "MULTIPLE RESIDENTIAL - SPECIAL SECTION YY"
 (RM-YY) ZONE



DRAWN BY: GSAI	FILE NO:
CHECKED BY:	DATE: 10/05/23
SCALE: 1:2500	REVISED:
PLANNING & DEVELOPMENT DEPARTMENT	

