

TOWN OF CALEDON
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PLANNING JUSTIFICATION REPORT

**OFFICIAL PLAN AMENDMENT,
ZONING BY-LAW AMENDMENT,
AND SITE PLAN APPLICATIONS**

12148 ALBION VAUGHAN ROAD INC.

12148 ALBION-VAUGHAN ROAD
TOWN OF CALEDON
REGION OF PEEL

JANUARY 2021

**PREPARED BY:
KLM PLANNING PARTNERS INC.**

KLM FILE NO. P-2623

Planning • Design • Development

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1.0 INTRODUCTION

KLM Planning Partners Inc. has been retained by 12148 Albion Vaughan Road Inc., Owner of the subject lands legally described as Parts 23 and 24 on Reference Plan 43R-3146, and municipally known as 12148 Albion-Vaughan Road, in Part of Lot 1, Concession 7, Town of Caledon, in the Regional Municipality of Peel, as shown on **FIGURE 1**.

The subject lands are irregular in shape and comprise 1.5 hectares (15,376.75 m² or 3.8 acres) in size. The property is a through-lot fronting onto both Albion-Vaughan Road and Highway 50 to the east and west, respectively, and approximately 385 m to the north of Mayfield Road.

The Planning Justification Report has been submitted in support of the subject applications for an Official Plan Amendment, Zoning By-law Amendment and Site Plan (refer to **FIGURES 2, 3a and 3b**) that are required to facilitate the development of the property for a future standard condominium complex comprising two, 6-storey mid-rise apartment towers linked by an enclosed three-storey common amenity area with a total of 240 units (120 units in each tower), and two (2) townhouse blocks consisting of 5 units per block (total of 10 units) fronting onto Albion-Vaughan Road that will all share a common underground parking garage and function as a single development unit. A total of 250 residential units will be provided on the 11,360.98 m² developable portion of the site. The remainder of the property located along the west and northwest limits of the site contain a watercourse that will be re-channelized and contain a natural re-vegetated buffer by the Owner and conveyed into public ownership (ie. Toronto and Region Conservation Authority).

A Pre-Application Consultation (“PAC”) Application (Town File: PRE 15-0141 (Dart III)) was submitted to the Town of Caledon Planning staff on November 6, 2019, and a response letter dated December 5, 2019 was received by the applicant outlining the required submission materials for a future “complete application”. The PAC Letter was subsequently extended by Town staff earlier this year to the end of December 2020, with a further extension granted to the end of January 2021. The materials that are being submitted with the Official Plan Amendment, Zoning By-law Amendment and Site Plan applications are in accordance with the PAC letter received from Town staff and will assist with the review of the proposed development for the subject site.

This Planning Justification report is intended to provide an overview of the development proposal as it relates to the applicable Provincial, Regional and local land use planning policies and documents including the Town’s comprehensive zoning by-law. The Planning Justification Report

will also provide an analysis and planning rationale for the development, outlining how the proposal represents an appropriate form of development and good land use planning.

This Planning Justification Report concludes that the proposed development will facilitate the efficient use of an underutilized parcel of land within a part of the community that is currently redeveloping with street townhouse dwellings amongst existing detached dwellings to the north, and a recently constructed self-storage warehouse directly to the south. The proposed development will make efficient use of existing and planned municipal and regional infrastructure within the immediate area.

The proposed residential development is consistent with the Provincial Policy Statement (PPS, May 2020), conforms to the relevant policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2019), the Region of Peel Official Plan (Office Consolidation, 2016), and the Town of Caledon Official Plan (Office Consolidation, April 2018).

Figure 1 – Context Map



Subject Lands

12148 Albion-Vaughan Road
Part of Lot 1, Concession 7
Town of Caledon
Regional Municipality of Peel

Figure 2 - Proposed Site Plan

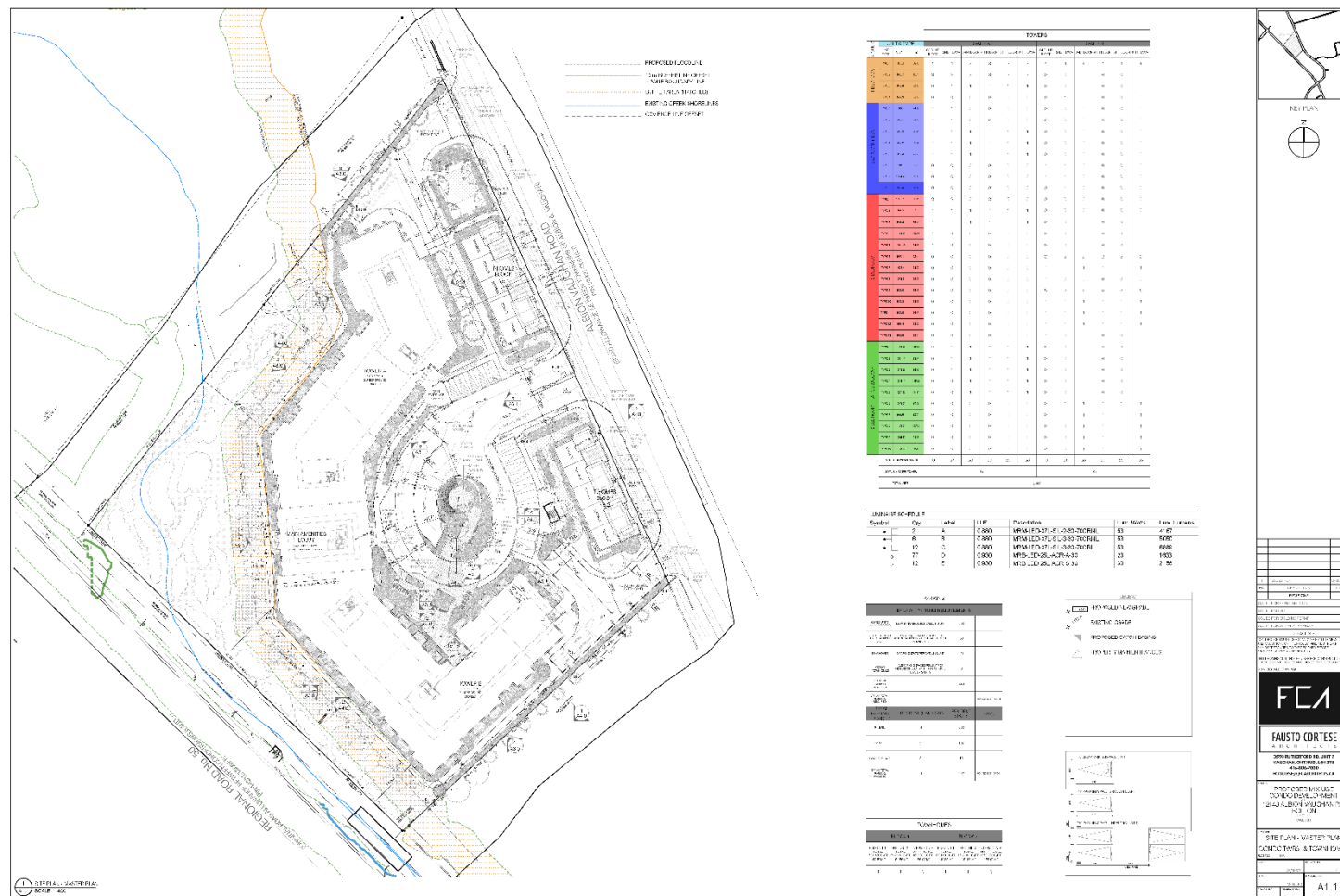
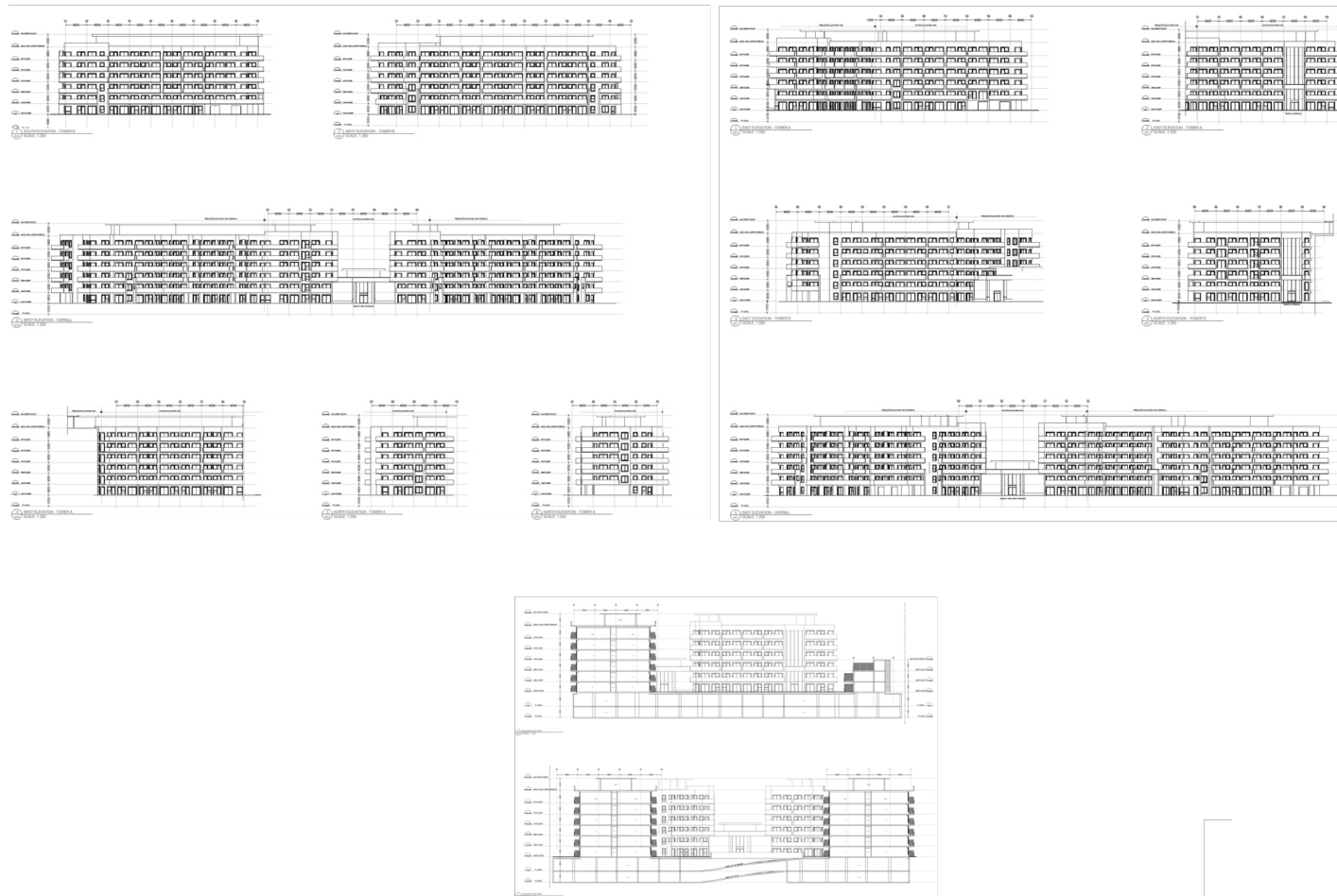


Figure 3a: Proposed Apartment Building Elevations



January 2021

Figure 3b – Proposed Townhouse Elevations



2.0 AREA CONTEXT

The subject lands are located in the southeast corner of the Town of Caledon within the community of Bolton. The property is irregularly-shaped and contains a watercourse that traverses through the west and northwest areas of the site. The remainder of the site is currently developed with a few residential dwellings and accessory structures that are not being lived in and will eventually be demolished and upon Town Council's approval will serve as a future sales office for the proposed development. There are a few small clusters of trees in the central portion of the property near the existing dwellings. The site currently has driveway access on both Albion-Vaughan Road and Highway 50 however, it is intended that the Highway 50 access will be closed and the Albion-Vaughan Road access will become the primary entranceway to the future residential development.

The property was walked and staked by the Toronto and Region Conservation Authority (TRCA) in 2019, to confirm the development limits for the tableland. The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current Owner is working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer.

The surrounding land uses include the following:

- | | |
|--------|---|
| North: | four (4) residential lots containing single-detached dwellings and accessory structures; recently constructed street townhouses and industrial / commercial buildings further north |
| South: | recently constructed 6-storey self-storage building; car wash and car dealership further south |
| East: | Albion-Vaughan Road (City of Vaughan road – 2 lanes with unpaved shoulders); rural residential and industrial across the road within the City of Vaughan |
| West: | Highway 50 (Region of Peel arterial road – 4 lanes with centre median); employment lands across the road |

As identified above, the immediate area is comprised of a mix of existing residential detached dwellings, and industrial and commercial buildings. However, a recently built street townhouse development located further north of the subject lands on the west side of Albion-Vaughan Road has established new residential activity within this area of the Town of Caledon.

3.0 DEVELOPMENT PROPOSAL

12148 Albion Vaughan Road Inc. is submitting applications to the Town of Caledon to amend the Official Plan and Zoning By-law and for Site Plan approval to permit the development of the property for a future condominium complex comprising two, 6-storey mid-rise apartment towers linked by an enclosed three-storey common amenity area with a total of 240 units (25,079.08 m² or 272,168.10 sqft) developed together with two, 5-unit blocks of townhouse dwellings (1,843.65 m² or 17,997.16 sqft) fronting on Albion-Vaughan Road that will all share a common underground parking garage and function as a single development unit. A total of 250 residential units are proposed for the property (total combined residential GFA of 26,922.73 m² or 290,165.26 sqft). The existing watercourse will be realigned to its original location on the site and will include a 10 m buffer that will be naturalized and conveyed to the TRCA. The current property size will decrease from 15,376.75 m² to 11,360.98 m² upon conveyance of the valley lands to the TRCA.

4.0 PLANNING APPLICATIONS

4.1 OFFICIAL PLAN AMENDMENT

The Owner has submitted an Official Plan Amendment (“OPA”) Application to address the policies contained within the *Special Residential* designation in the Town of Caledon’s Official Plan (April 2018, Office Consolidation) to justify the appropriateness of the proposed residential development and protection of the natural heritage features on the subject lands. The OPA application will also facilitate the redesignation of the valley lands from *Special Residential* to *Environmental Policy Area* to allow for the lands to be protected and conveyed into public ownership (ie. TRCA). The proposed amendment will include site-specific Official Plan policies applicable to the proposed development of the property.

4.2 ZONING BY-LAW AMENDMENT

The Owner has submitted a Zoning By-law Amendment Application to amend the Town of Caledon's Comprehensive Zoning By-law 2006-50, as amended, in order to rezone the subject lands from RR Rural Residential Zone to RM Multiple Residential Zone and EPA1 Environmental Policy Area 1 Zone, to permit the proposed residential development and protection of the natural heritage features. The proposed amendment will include site-specific zoning exceptions applicable to the proposed development of the property.

4.3 SITE PLAN

The Owner has submitted a Site Plan Application to permit the development of the 15,376.75 m² (165,513.96 sqft) site for a future condominium complex comprising two, 6-storey mid-rise apartment towers linked by an enclosed three-storey common amenity area with a total of 240 units (25,079.08 m² or 272,168.10 sqft) developed together with two (2) blocks of townhouse dwellings consisting of 5 units each (10 total units – 1,843.65 m² or 17,997.16 sqft) fronting on Albion-Vaughan Road that will all share a common underground parking garage and function as a single development unit. The total gross floor area (GFA) of the development is 26,922.73 m² (290,165.26 sqft) representing a Floor Space Index (FSI) of 2.37 FSI on the net developable site area (11,360.98 m²).

A total of 453 parking spaces will serve the apartment and townhouse units including 15 surface spaces and 294 underground spaces on the P1 level and 144 spaces on the P2 level. Of the total parking count, 21 spaces will be reserved for handicapped parking including 2 surface and 19 underground spaces (14 spaces on P1 level and 5 spaces on P2 level).

The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current owner is working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer to be conveyed to the TRCA.

5.0 SUPPORTING STUDIES

In addition to the Planning Justification Report prepared by KLM Planning Partners Inc., several studies have been prepared by various professional consultants working on this project in support of the proposed residential development. These studies have been submitted under separate cover to the Town of Caledon and form part of the "*complete application*" for the first

submission. A summary is provided below each required study, which will form the basis of support for the Official Plan and Zoning By-law Amendment and Site Plan applications.

5.1 ARCHAEOLOGICAL ASSESSMENT (STAGE 1-2)

The Stage 1-2 Archaeological Assessment (“AA”) dated November 17, 2016 was prepared by Archeoworks Inc. The Stage 1 background research identified elevated potential for the recovery of archaeologically significant materials within the study area. Elevated archaeological potential was determined based on the proximity to (within 300 metres of): historic structures, historic transportation routes, a listed heritage resource, previously registered archaeological sites, and a secondary hydrological resource.

During the Stage 2 AA, visible disturbances were encountered, including extant structures, and gravel/asphalt driveways and parking spaces. Also, a permanently wet area of no archaeological potential associated with a tributary of the Humber River was encountered. The remaining balance of the study area was subjected to a test pit form of survey conducted at five and 10-metre intervals. Despite careful scrutiny, no archaeological resources were encountered during the Stage 2 AA.

Considering the study area tested negative for archaeological resources, the consultant recommended the following:

- 1. The study area is considered free of archaeological concern. No further archaeological investigation is recommended.*

Archeoworks also indicated that no construction activities shall take place within the study area prior to the Ministry of Tourism, Culture, and Sport (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

5.2 SCOPED ENVIRONMENTAL IMPACT STUDY

The Scoped Environmental Impact Study dated December 3, 2020 was prepared by Palmer and undertook a review of background material, an ecological field survey, an analysis of data using current scientific understanding of the ecology of the area and natural heritage policy requirements, and then evaluated the environmental sensitivities, constraints and development opportunities of the subject property. The subject lands include a watercourse (Robinson Creek)

that is a tributary of the Rainbow Creek, which is part of the Main Humber River Watershed, along the west side of the property and are located within a TRCA Regulated Area.

The site does not contain any significant vegetation (including species at risk Butternut tree), wildlife, or aquatic species. The existing channel on the site is approximately 1.5 m in width and is to be realigned through the redevelopment of the property. The proposed development is setback at a minimum of 10 m from the bankfull width of the realigned creek, and restoration / naturalization of both this area and the entire redesigned floodplain is proposed (the Planting Area - the natural feature setback and floodplain area is to be restored with approximately 2,000 m² and allow planting of about 330 trees or 2,000 shrubs, or a combination thereof). The proposed restoration is designed to be comprised of native, self-sustaining vegetation. The Planting Area will be further buffered by planting the flood / erosion hazard setback with a native grass seed mix.

Based on the results of Palmer's study, and in their professional opinion, the proposed development is environmentally feasible and would not result in a negative impact to the natural heritage features provided that the recommended mitigation and enhancement measures identified in their report are implemented. Restoration of the realigned creek and redesigned floodplain is expected to result in a net gain in the environmental quality of the watercourse system and adjacent lands.

5.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

The Phase 1 Environmental Site Assessment ("ESA") dated November 30, 2020 was prepared by Palmer, and provides information on their site reconnaissance, historical record review, interviews with knowledgeable individuals, and conclusions. Palmer's study area included lands within 225 m from the subject property. The Phase 1 ESA report concluded the following:

Based on the information obtained as part of the Phase One ESA, it is concluded that nine (9) potentially contaminating activities (PCAs) were identified either on the Phase One Property or within the Phase One Study Area. These PCAs were deemed to be contributing to nine (9) areas of potential environmental concern (APECs) on the Phase One Property.

A Phase Two ESA is recommended to assess subsurface impacts as a result of the aforementioned PCAs and APECs. The scope of the Phase Two ESA should entail the analysis of representative soil and ground water samples from the Phase One Property for the contaminants of potential concern identified; including PHCs, VOCs, and Metals & Inorganics.

Palmer is currently working on preparing the Phase 2 ESA report, which is expected to be completed in early 2021, and will be submitted under separate cover or with the next submission.

5.4 GEOTECHNICAL INVESTIGATION REPORT

The Geotechnical Investigation Report dated December 4, 2020 and prepared by Davroc Testing Laboratories Inc., undertook to review the subsurface conditions at six (6) borehole locations and from the findings in these boreholes provide geotechnical recommendations for the design and construction of the proposed buildings and parking areas.

Based on the results of the investigation, the proposed structure can be supported by conventional spread footings, founded on the native undisturbed clayey silt found at the locations and depths (and elevations) listed in the report. The geotechnical report also identified other conclusions and recommendations in the report.

5.5 HYDROGEOLOGICAL IMPACT ASSESSMENT

The Hydrogeological Report dated December 23, 2020 was prepared by Palmer, and undertook a review of the site information, including a characterization of site geology and hydrostratigraphy, groundwater conditions (ie. groundwater levels and hydraulic conductivity), nearby water wells and Source Water Protection. Palmer also completed an effects assessment based on the site conditions and provided a series of hydrogeological development considerations. Palmer indicated that for construction dewatering in excess of 50,000 L/day, a registration under the MECP Environmental and Sector Registry (EASR) is required, and that if dewatering exceeds 400,000 L/day, a Permit to Take Water (PTTW) is required.

The following conclusions and recommendations were summarized by Palmer:

- *Underlying the site is the Halton Till Aquitard, which consists of clay to silt textured till, which is derived from glaciolacustrine deposits or shale.*
- *A small tributary to the Humber River intersects the west corner of the property. This channel has been historically realigned and appears to be perched on the till deposits.*
- *Based on a review of the MECP water well record database, 42 water wells are situated within a 500 m radius of the project boundary. Of the water wells, 16 are for domestic use, 1 is for livestock and domestic, 1 is for industrial and domestic, 10 are*

for monitoring, 3 are for monitoring or test holes, 5 are not used, 1 is for other, and 5 are unknown.

- *Over the entire the site, the water levels in the well were determined to be dry at depths of 6.4 to 6.7 mbgs (ie. metres below grade surface). Based on boreholes drilled by Soil Engineers Ltd., boreholes were found to be dry upon completion at depths ranging from 5.0 to 8.1 mbgs. From the soil samples, it is observed the soil starts to turn grey at approximately 4.2 mbgs, and this can be interpreted as the water level during seasonal highs.*
- *Based on the grain size analyses, the geometric mean hydraulic conductivity of the site is approximately 1.1×10^{-8} m/s and is found to be 1.2×10^{-7} m/s and 1.0×10^{-9} m/s for BH1 and BH2, respectively.*
- *The site is not situated within Source Water Protection regulatory zones (HVA, SGRA, etc.) and will not require a Section 59 Permit. It was also confirmed that the site is not located within a WHPA-Q1/Q2 (recharge management) and is not subject to the recharge management policies under the Source Protection Plan.*
- *No significant threat is expected which would require stormwater management and/or water balance restrictions. It is not expected that construction will cause adverse effect to nearby natural features.*
- *Construction dewatering rate are expected to be very low to negligible for this project. A contingency rate of 10,000 L/day should be assumed as a contingency to account for variability in the soil. Dewatering at this rate will be manageable with the use of sump pumps, which can be discharged in the surrounding drainage ditches on site following mitigation for sediment. No long-term dewatering is expected to be required.*
- *A Permit-To-Take Water (PTTW) or a registration on the Environmental and Sector Registry (EASR) from the MECP are not expected to be required for this project.*

5.6 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

The Functional Servicing and Stormwater Management Report (FSR & SWMR) dated December 2020 was prepared by Masongsong Associates Engineering Limited ("Masongsong"), and undertook a review of the servicing (water main, and sanitary and storm sewer capacity) and stormwater management associated with the proposed development of the subject lands for a total of 250 apartment and townhouse residential dwellings.

The conclusion and recommendations contained in the FSR & SWMR demonstrate that the proposed residential development can be accommodated by the existing local infrastructure. More specifically:

- **Water Service** will be provided by an existing 300 mm diameter municipal watermain located on Albion Vaughan Road. A proposed 150mm fire servicing with 100mm domestic branch will be used to service the subject site. A proposed private fire hydrant will be provided as per Fire Code requirements.
- **Sanitary Service** is accommodated by the existing 200 mm diameter sanitary sewer running on Albion Vaughan Road. A 200mm diameter service lateral is proposed to service the subject development.
- **Stormwater Quantity Controls** will be provided for each storm event using a storage tank.
- **Stormwater Quality Controls** A treatment train of LID devices (roof green, rainwater harvesting) will provide on-site stormwater quality controls. Supplementary quality control and TSS removals will be provided by an OGS device.
- **Water Balance** will be provided by storage roof green.
- **Quality control** for TSS removal meeting will be provide with 1 oil-grit separator device EFO6. The OGS device will provide pre-treatment ahead discharge on the existing channel.
- **Erosion and Sediment Controls** will need to be implemented during development until the site has been stabilized with groundcover.

5.7 CHANNEL DESIGN AND MODELLING

The Channel Design and Modelling dated December 2020 was prepared by Masongsong Associates Engineering Limited and by Palmer, and undertook to design the rechanneling and restoration works for the watercourse along the westerly limits of the site, which the two consultants have been working closely with the TRCA as it is intended that these lands will be conveyed into TRCA ownership. Detailed drawings and documentation have been forwarded under separate cover directly to the TRCA for their review. Copies of these materials are included in the complete submission for review by the Town of Caledon and the Region of Peel.

5.8 TRAFFIC IMPACT AND PARKING STUDY

A Traffic Impact and Parking Study dated November 2020 was prepared by Paradigm Transportation Solutions Limited and reviewed the traffic and parking associated with the development of the site with two townhouse blocks and a 6-storey condominium apartment building with a combined 250 residential units and the provision of 453 parking spaces. The Paradigm Report concluded the following:

- Under base year conditions, all study area intersections operate at acceptable level of service and within capacity, with the exception of the Albion-Vaughan Road / Highway 50 / Mayfield Road intersection, which should consider dual left turn lanes.
- For the 2027 background traffic conditions (without the subject development), all study area intersections operate at an acceptable level of service and within capacity, with the exception of the Albion-Vaughan Road / Highway 50 / Mayfield Road intersection, which was analyzed with westbound dual left turn lanes. Although there was intersection improvement, there were still critical movements, however, there were no further improvements to mitigate these issues.
- With the addition of the proposed residential development, for the 2027 total traffic conditions, all study area intersections operate at an acceptable level of service and within capacity, with the exception of the Albion-Vaughan Road / Highway 50 / Mayfield Road intersection, which was slightly exacerbated from the previous scenario.
- The overall impact of the proposed residential development is anticipated to be minimal. The development is estimated to generate and add a total of 86 and 111 vehicle trips to the adjacent transportation network during the AM and PM peak hours, respectively.
- At the central site access with Albion-Vaughan Road, Paradigm determined that an auxiliary northbound left-turn lane would be warranted but is not required from an operational standpoint.
- The proposed parking supply exceeds the minimum zoning by-law requirements and is anticipated to adequately serve the residential development.
- A review of the site plan was undertaken, and no conflicts or issues were identified for the anticipated number of vehicles to the site. AutoTURN software was used to review the site accesses, internal circulation, loading areas, and the underground parking levels, to accommodate the types of vehicles to the site including fire trucks, garbage trucks and other mid and large-scale vehicles. Each of the design vehicle manoeuvres can be accommodated by the design of the site without issue or conflict.

The Paradigm Report recommended the following:

- *From a transportation perspective, the planning applications should be approved as the development is determined to have a minimal impact on the adjacent transportation network.*
- *A northbound auxiliary left-turn lane should be provided at the central site access intersection with Albion-Vaughan Road.*

Paradigm also reviewed the required and provided vehicular parking for the proposed residential development consisting of 240 apartment dwelling units and 10 block townhouse units (250 total residential units). A total of 453 parking spaces are being provided with the following breakdown:

- 15 parking spaces at-grade (including 2 accessible spaces);
- 294 parking spaces on P1 Level (including 14 accessible spaces); and,
- 144 parking spaces on P2 Level (including 5 accessible spaces).

The required (443 parking spaces) and provided parking (453 parking spaces) yields a surplus of 10 parking spaces for the overall residential development based on the Town's zoning standards as follows:

Type of Use	By-law Requirement	Required Parking	Provided Parking	Net Surplus (Deficiency)
Dwelling, Townhouse (10 units)	2.0 spaces per dwelling unit + 0.25 spaces per unit for visitors	23	453	+10
Building, Apartment (240 units)	1.5 spaces per dwelling unit + 0.25 spaces per unit for visitors	420		

5.9 NOISE IMPACT STUDY

A Noise Impact Study dated December 8, 2020 was prepared by HGC Engineering to review the impact of noise sources on the residential development. The primary sources of noise were identified to be road noise from both Albion-Vaughan Road and Highway 50. The Noise Study recommended the following:

1. *Acoustic barriers/parapet walls are required for the outdoor amenity spaces on the third floor of the podium, on the large balconies at the north end of Tower A, and on the rooftop terraces of the townhouse buildings.*
2. *Central air conditioning will be required for the Towers and townhouse units.*
3. *Upgraded glazing constructions are required for the façades with direct or flanking exposure to Albion Vaughan Road and/or Highway 50 as noted in Section 5.3.*
4. *The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues and proximity to existing industrial uses.*

To ensure that the noise control recommendations outlined above are properly implemented, HGC Engineering further recommended that:

1. *Prior to the issuance of occupancy permits for this development, the Municipality's building inspector or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly incorporated, installed, and constructed.*

5.10 ARBORIST REPORT AND TREE PRESERVATION PLAN

The Arborist Report and Tree Preservation Plan dated December 3, 2020 was prepared by Palmer and undertook an assessment of applicable policy, methods and results of the tree inventory completed for the property, and the identification of trees to be retained and trees to be removed. Recommendations for tree removals, replacement tree species and planting locations are also provided in the report, as well as, recommended tree protection measures for trees to be retained.

The tree inventory included 34 individual trees and a grouping of Eastern White Cedar trees. A total of 5 trees are to be retained and consisting of Eastern White Pine, a native species. These trees are considered to be in good health and are located in the northwest area of the site.

A total of 24 trees (scattered throughout the site) and one grouping of trees are proposed to be removed to accommodate the proposed development. Most of the trees are in good health, however, there are some trees that are diseased (affected by Emerald Ash Borer) or dead. Also,

since the original inventory was done in 2016, 5 Ash trees along the southeastern property boundary were removed (between 2016 – 2018), likely due to the development of the adjacent southerly property for a storage facility.

The 5 trees to remain will be protected by tree protection fencing in accordance with Palmer's Tree Preservation Plan, which is to be placed at a minimum beyond the dripline in accordance with Town standards.

Palmer's report indicates that 22 live trees will be removed, and will be subject to the Town's tree compensation ratio of 2:1, resulting in 44 new native trees to be planted. Planting and restoration efforts will aim to restore the natural areas where disturbances have occurred. The trees will be planted within and adjacent to the Robinson Creek restoration area along the west limits of the property and incorporated into the landscape plan for the project.

5.11 PEDESTRIAN AND TRAIL LINK PLAN

The Landscape Plan submission dated December 2020 was prepared by Marton Smith Landscape Architects, and includes the Pedestrian and Trail Link Plan. A pedestrian path is located adjacent to the 10 m wide buffer next to the watercourse and the internal walkway system within the developable area of the site that connects to building entrances and ultimately to Albion-Vaughan Road. This inter-connected pathway system will allow the future residents of this complex to walk uninterrupted throughout the property whether for exercise or to enjoy the visual context that will be provided by the naturally re-vegetated area next to the watercourse.

The Pedestrian and Trail Link Plan also shows Albion-Vaughan Road as a future cycling route. Bicycle parking areas are being provided close to the mid-rise building entrances as well as within the building to promote and facilitate cycling opportunities as an alternative to vehicular modes of transportation.

5.12 LIGHTING - PHOTOMETRIC PLAN

A Lighting – Photometric Plan dated October 14, 2020 was prepared by Tristar Engineering, which shows how the site will be lighted and light intensity across the site. The Plan shows that the site will be lighted using both pole lighting and bollard lighting around the perimeter of the buildings, within the central court yard, and in the vicinity of the driveways and accesses. The lighting intensity is the strongest within the court yard being the most travelled area of the site, and is less intense near the property limits thereby minimizing impact to adjacent neighbours.

5.13 SHADOW STUDY

Shadow Study drawings were prepared by Fausto Cortese Architects for the months of March 20 (Spring Equinox), June 21 (Summer Solstice), September 21 (Fall Equinox), and December 21 (Winter Solstice) showing the shadow impacts throughout the day (9 am, 11 am 1 pm, 3 pm and 5 pm) and over the course of the year.

In the Spring, most of the shadows throughout the day are cast over the site with shadows slightly extending across Albion-Vaughan Road after 5 pm.

In the Summer, most of the shadows throughout the day are cast over the site and are rather minimal.

In the Fall, most of the shadows throughout the day are cast over the site with shadows slightly extending across Albion-Vaughan Road after 5 pm.

In the Winter, most of the shadows are cast over the site and extending into the property to the north throughout the day.

Overall, there is minimal shadow impact to the adjacent lands. The greatest shadows occur in the Winter, followed by Spring and Fall, with longer shadows occurring during early morning and late afternoon. The least amount of shadow occurs during Summer when the sun is at its highest point in the sky and the days are much longer.

5.14 URBAN DESIGN GUIDELINES

The Urban Design Guidelines Report (“UDG”) dated December 2020 was prepared by KLM Planning Partners Inc. and undertook a review of the urban design initiatives to both the site and building designs associated with the development of the site. The UDG describes the urban design initiatives prescribed in the Town of Caledon’s Town-Wide Design Guidelines and how the proposed residential development addresses the initiatives contained in that document based on the locational context of the site.

The UDG prepared by KLM Planning Partners Inc. discusses the site design, building design and materials, streetscape and edge treatments, hard and soft landscaping, site circulation, shadow, lighting, among other important design considerations to understand the developments integration within the existing community and to guide the Site Plan Application.

5.15 HEALTHY DEVELOPMENT ASSESSMENT

The Healthy Development Assessment dated January 2020 was prepared by KLM Planning Partners Inc. and undertook a review of the sustainability measures associated with the development of the site. The proposed development of the subject lands yielded the following scores in the Health Development Assessment:

- Service Proximity: 2/9
- Land Use Mix: 2/4
- Streetscape Characteristic: 3.5/4
- Efficient Parking: 6/8
- TOTAL: 13.5/25 = **54%**

5.16 CONSULTANT DOCUMENTS AND SUPPORT MATERIALS SUMMARY

All of the above-noted studies confirm that the proposed development is feasible and appropriate from a technical perspective with regard but not limited to the provision of municipal services, noise attenuation and mitigation, archaeological resources, soil conditions, environmental constraints, and traffic and parking.

The Town of Caledon's Complete Application Requirements letter dated December 5, 2019, as amended, also included the required submission of other non-study materials including but not limited to: a completed and signed application form; cover letter; fees; survey; engineering drawings; cost estimates; and a construction management plan. These and other non-study materials will accompany the above-noted consultant studies as part of the *complete application* submission to the Town of Caledon.

6.0 POLICY REVIEW

6.1 PROVINCIAL POLICY

6.1.1 PROVINCIAL POLICY STATEMENT (MAY 1, 2020)

The *Provincial Policy Statement ("PPS") 2020* came into effect on May 1, 2020 and is the guiding document providing policy direction on matters of Provincial interest related to planning and development. The *PPS* sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians.

The *Ontario Planning Act, 1990 (the "Act")* requires that all decisions that affect planning matters shall be consistent with policy statements issued under the Act, including the *PPS*.

The *PPS 2020* *"provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system"*. The *PPS* promotes a range of dwelling types and densities to ensure the financial viability of the Province and its municipalities while also meeting the projected demographic demands for existing and future residents. This is achieved by directing development and residential intensification to built-up areas that have sufficient infrastructure to service new dwelling units. It is also achieved by supporting development that is compact, makes optimal use of available land, and maintains / protects natural features and environmentally sensitive areas. To this end, the *PPS 2020* states:

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; and*
- g) are freight-supportive.*

The proposed development contains a land use pattern and density that efficiently uses an under-utilized parcel of land, and which will utilize existing and planned infrastructure including roads, water and sanitary services as demonstrated by the Functional Servicing Report (FSR). The proposed apartment building and block townhouse development with a condominium tenure contributes to providing a desired form of housing within the Town of Caledon that will address the various life-style needs and income levels of the future residents of this complex.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area 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 proposed development is located within the designated growth area in the Town of Caledon and is an infill development surrounded in all directions by existing single-detached and recently constructed street townhouse development, and existing and newly constructed industrial and commercial buildings. The proposed apartment building and block townhouse development with an intended condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as adding to the mix of housing types and new units in the area.

The PPS also contains housing policies that encourage a range and mix of housing types and densities to meet the projected needs of current and future residents. The *PPS 2020* states:

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

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

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development improves the range and mix of housing types in the area and assists with supporting the projected needs of future residents with a desired form of apartment and block townhouse housing with an intended condominium tenure. The proposed development provides housing types that complement the range of housing options in the broader area that is primarily comprised of older single-detached and newer street townhouse units. The proposed development will be designed in compliance with the standards set by the *Accessibility for Ontarians with Disabilities Act ("AODA")* providing for accessibility for both residents and visitors. Furthermore, the proposed development will make efficient use of existing infrastructure. The proposed development will also support existing and future transit opportunities in the immediate and broader area.

Section 2.1 contains the following Natural Heritage policies:

- 2.1.1 *Natural features and areas shall be protected for the long term.*
- 2.1.2 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages*

between and among natural heritage features and areas, surface water features, and ground water features.

The previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location adjacent to the west and northwest property lines. The current owner is working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer to be conveyed to the TRCA.

Overall, the proposed development is consistent with the relevant policies of the *PPS 2020* and is in line with the vision of the Province and how it has directed new development to occur within local municipalities.

6.1.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (MAY 16, 2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”, May 16, 2019), prepared under the *Places to Grow Act, 2005* is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2041. The Greater Golden Horseshoe has been identified as one of North America’s fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The subject lands are located within the designated “Built-up Area” (ie. of the Bolton community) under the Growth Plan (refer to **FIGURE 4**). The relevant development policies encourage the building of compact, vibrant and complete communities that optimize the use of existing and planned infrastructure through intensification. The Growth Plan, 2019, seeks to guide decisions on a number of matters including: transportation, infrastructure, land use planning, urban form, housing, natural heritage and resource protection.

Section 2.2.1.4 of the *Growth Plan, 2019*, identifies the following policies (in part) to support the achievement of complete communities:

- *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- *provide a diverse range and mix of housing options to accommodate people of all stages of life, and to accommodate the needs of all household sizes and incomes;*

- *provides convenient access to safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- *provides for a more compact built form and a vibrant public realm, including public open spaces.*

Section 2.2.6.3 *Housing* within the *Growth Plan, 2019*, states:

- *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The subject lands are located within the built-up area of the community of Bolton within the Town of Caledon. The relevant *Growth Plan* policies identified above encourage the building of compact, vibrant and complete communities that optimize the use of existing and planned infrastructure through intensification. The subject lands represent an under-utilized parcel of land located within an area that is currently redeveloping with new residential street townhouse units (ie. to the north), commercial (ie. self-storage facility to the south), and employment uses (ie. to the west), and represents one of the few remaining sites in the immediate area to redevelop. The proposed apartment building and block townhouse development with a condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as adding to the mix of housing types, unit sizes, and the provision of new units in the area that will accommodate various household sizes, income levels, and lifestyle needs.

Section 4.2.2 *Natural Heritage System* of the *Growth Plan, 2019*, indicates that new development or site alteration will demonstrate that (in part):

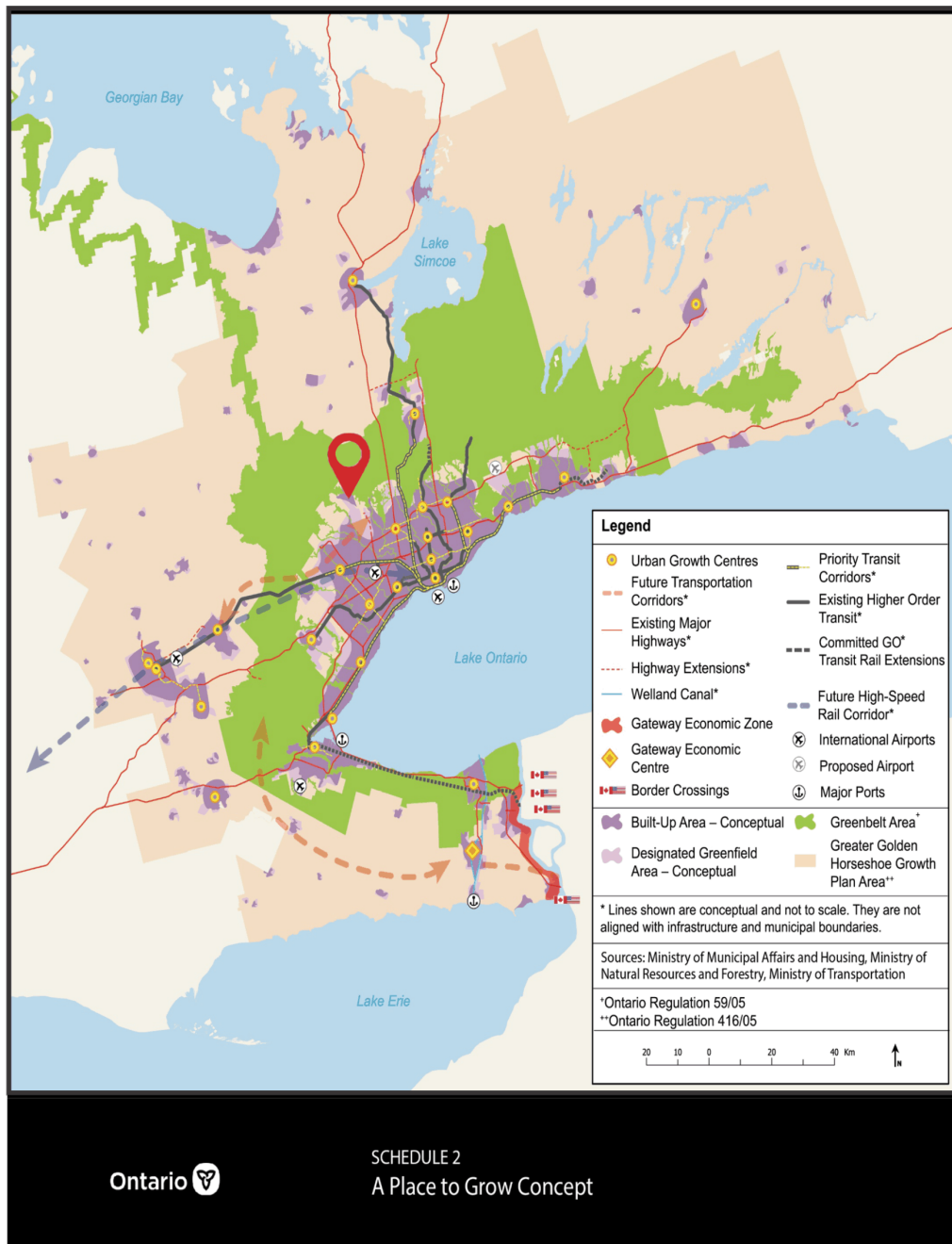
- *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
- *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape; and,*
- *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible.*

As described earlier in this report, the previous owner of the site had realigned the location of the watercourse from its natural location further within the property to its current location

adjacent to the west and northwest property lines. The current owner is working with the TRCA to realign the watercourse to its original location that will include a 10 m wide naturally revegetated buffer to be conveyed to the TRCA.

Given that the proposed residential development will make use of an under-utilized parcel, can be serviced by readily available existing infrastructure, contribute to the completion of the community of one of a few remaining undeveloped properties in the area, and will rehabilitate and protect natural heritage features by dedicating such lands into public ownership, the proposed development is considered to be consistent with the *Growth Plan, 2019*.

Figure 4 – A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Schedule 2



Subject Lands

6.2 REGIONAL POLICY

6.2.1 REGION OF PEEL OFFICIAL PLAN (DECEMBER 2018, OFFICE CONSOLIDATION)

Under the provisions of the *Region of Peel Official Plan (December 2018, Office Consolidation)*, the subject lands are located within the *Rural System* and designated *Rural Service Centre on Schedule D (Regional Structure – refer to **FIGURE 5**)*. The *Rural System* in Peel consists of lands that are outside of the 2031 Regional Urban Boundary, and includes the *Bolton Rural Service Centre* and two other rural service centres that are the foci of growth within the *Rural System*.

Section 5.4.3 *Rural Service Centre* policies state that the *Bolton Rural Service Centre* will be developed on full municipal water and sewer services, and that opportunities for a wide range and mix of land uses and activities will be provided. A few of the relevant objectives for *Rural Service Centres* include (in part):

- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*
- 5.4.3.1.2 *To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*

Applicable policies for *Rural Service Centres* include (in part):

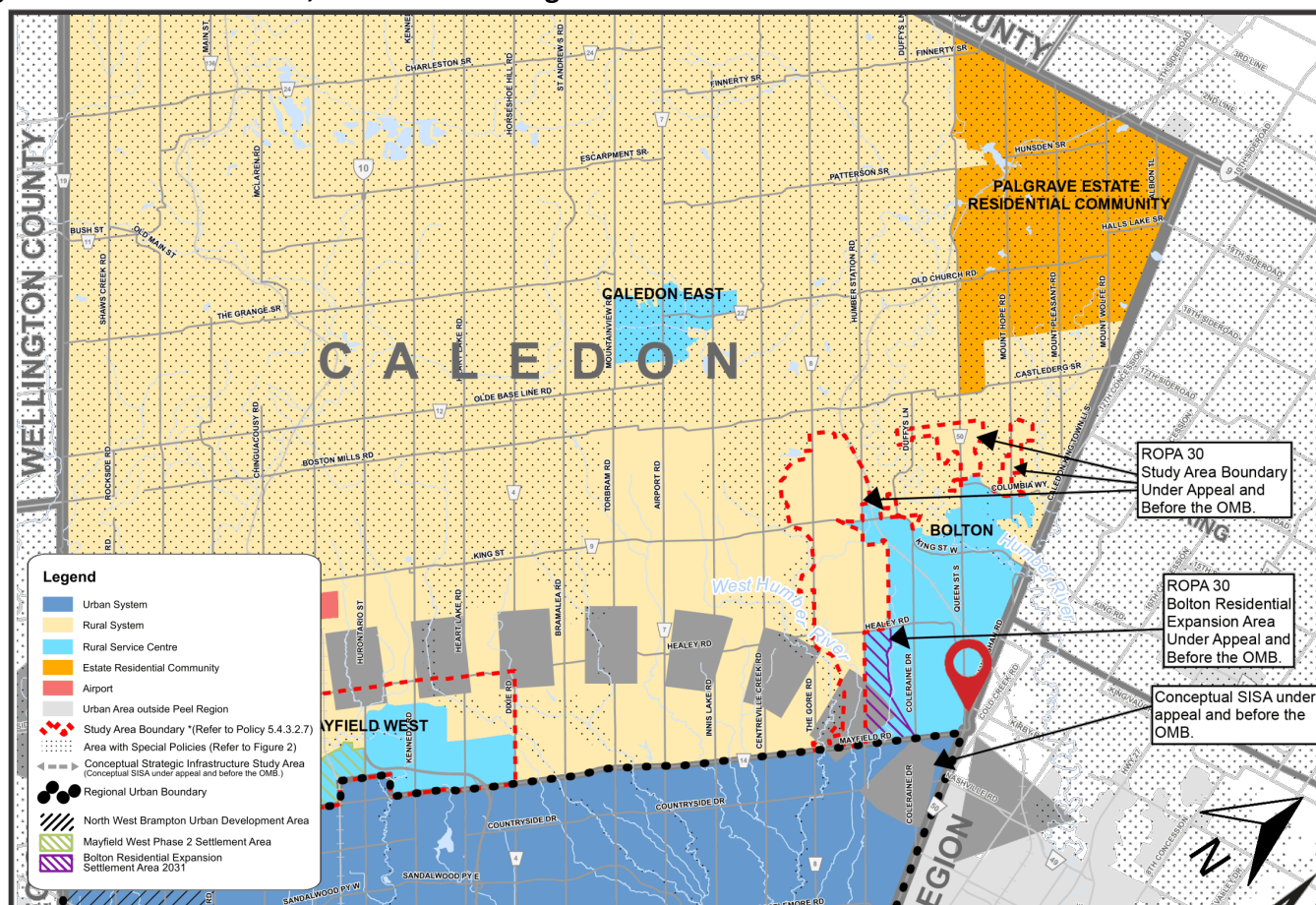
- 5.4.3.2.1 *Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community services to those living and working in the Rural System.*
- 5.4.3.2.4 *Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following (in part):*
 - a) *the intended role, function and distinct character of each Rural Service Centre;*
 - b) *the population and employment forecasts for the year 2031; and,*
 - e) *the minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and*
 - f) *other relevant issues.*

The proposed residential development provides a low-scale development with maximum heights not exceeding 6-storeys for the apartment building and 3-storeys for the block townhouses that provides for a village character feel to the site and area within the *Bolton Rural Service Centre*. The proposed development will provide a mix of residential apartment and block townhouse uses of a condominium tenure with various unit sizes that will accommodate various household sizes, income levels, and lifestyle needs. The layout of the buildings on the site also addresses the safety principles of CEPTED by providing “eyes on the street” on both Albion-Vaughan Road and Highway 50 and within the internal courtyard area. The subject lands will also be developed on full municipal services. The overall development of the site will be subject to the Official Plan policies contained in the Town of Caledon’s Official Plan in accordance with the policies in the Region of Peel Official Plan.

In light of the above, the proposed residential development is in conformity with the policies contained in the *Region of Peel Official Plan (December 2018, Office Consolidation)*.

January 2021

Figure 5 – Region of Peel Official Plan, Schedule “D”: Regional Structure



 Subject Lands “Rural Service Centre”

6.3 LOCAL POLICY

6.3.1 TOWN OF CALEDON OFFICIAL PLAN (APRIL 2018, OFFICE CONSOLIDATION)

The subject lands are identified as being within the *Bolton Rural Service Centre* by the Town of Caledon Official Plan (April 2018, Office Consolidation) as identified on *Town Structure Schedule "A1"*. Section 5.10.4.1 states:

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

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

The subject lands represent an under-utilized parcel of land located within an area that is currently redeveloping with new residential street townhouse units (ie. to the north), commercial (ie. self-storage facility to the south), and employment uses (ie. to the west), and represents one of the few remaining sites in the immediate area to redevelop. The proposed apartment building and block townhouse development with an intended condominium tenure makes efficient use of an under-utilized parcel of land by providing a compact built form as well as adding to the mix of housing types, unit sizes, and the provision of new units in the area that will accommodate various household sizes, income levels, and lifestyle needs.

The subject lands are further designated as *Special Residential* on the *Bolton Land Use Plan "C"* (refer to **FIGURE 6**). The *Special Residential Areas – Bolton* policies contained in Sections 5.10.4.5.12.1 and 5.10.4.5.12.2 state:

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

5.10.4.5.12.2 The Special Residential Area located north of Mayfield Road, east of Highway 50 and west of the Albion-Vaughan Line is an interim type of land use. It is recognized that there is a need, through the process provided in Section 5.10.4.5.12.1, to address more compatible long-term use(s). A minimum lot size of 1.0 hectare shall apply to these lands.

It has been demonstrated through the various consultant studies and this Planning Justification Report that the proposed development of the 1.5 ha site is appropriate for residential apartment and block townhouse uses, which will be addressed through a site-specific Official Plan Amendment to the *Special Residential* designation by the Owner. The implementing provisions to be incorporated into the Official Plan Amendment document to facilitate the proposed residential development under the *Special Residential* designation are identified and discussed in Section 7.0 of this report.

Section 5.10.6.3.1 *Special Residential Areas – Hamlet* states:

Access to individual lots within a Special Residential Area shall be from internal secondary roads and not from existing or proposed concession roads, regional roads or provincial highways.

The proposed development of the subject lands will have the main site access and two service driveway accesses located on Albion-Vaughan Road, which is an internal secondary road. There will be no access from the site onto Highway 50, which is a Region of Peel road. The watercourse and 10 m buffer along the west side of the property will be redesignated from *Special Residential* to *Environmental Policy Area* and conveyed to the Toronto and Region Conservation Authority (TRCA), and will ensure there is no direct access to Highway 50.

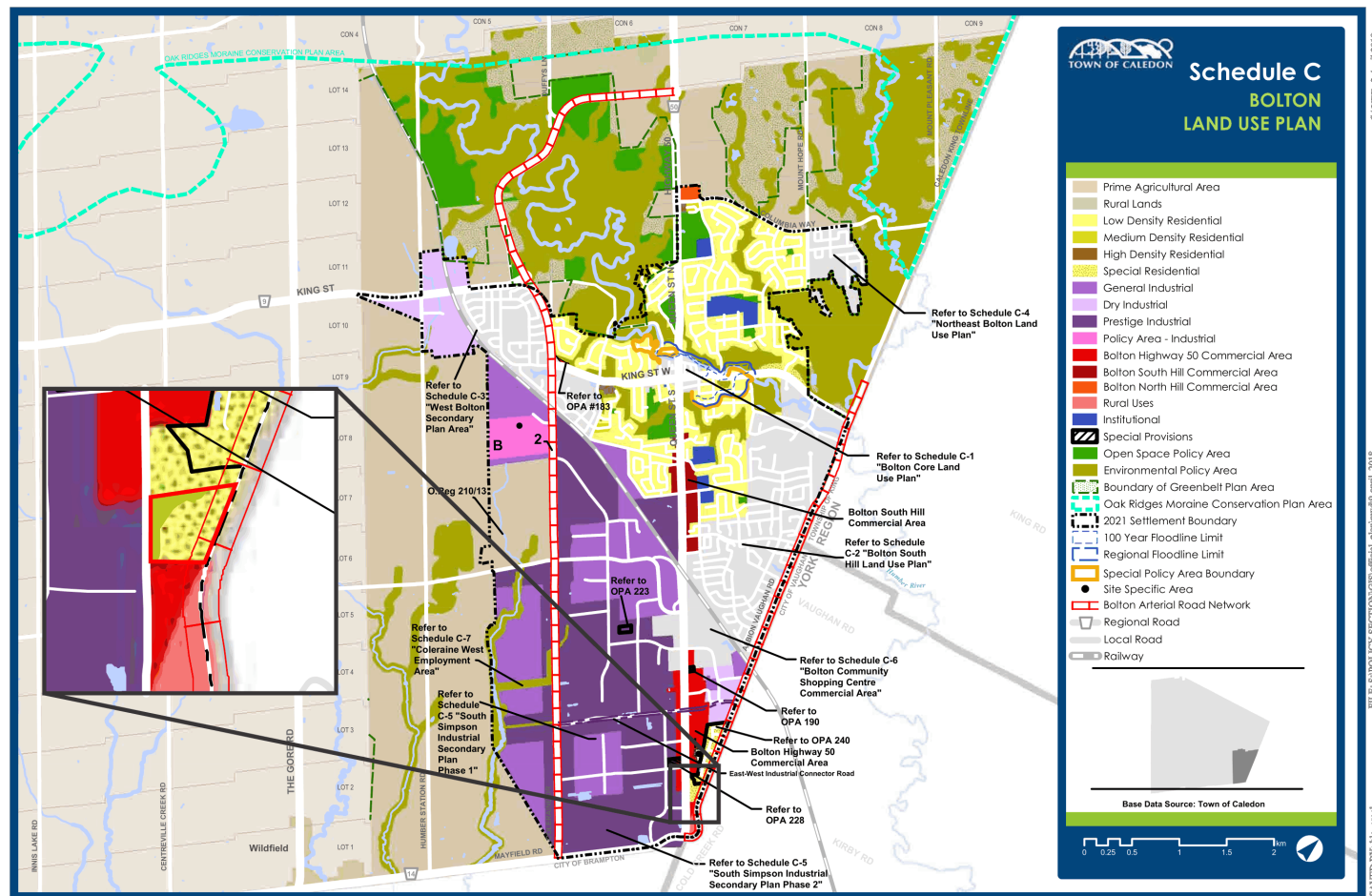
Section 3.2.4.8 *General Policies for Environmental Policy Areas (EPA)* states:

Ecosystem components which are not currently designated EPA, and which are identified through more detailed environmental investigations and studies as warranting specific protection and management measures, may be excluded from development in order to satisfy the Town's environmental policies and performance measures. In such cases, these lands will generally be placed in an EPA designation, and shall be subject to the policies of Section 5.7. (ie. Environmental Policy Area policies)

The Town's EPA policies require an Environmental Impact Study (EIS) and Management Plan to be prepared for lands including and adjacent to natural heritage features such as the watercourse located along the westerly limits of the property, which was undertaken by Palmer and

documented earlier in this report. The Owner has also been working closely with the TRCA on the re-channelization and natural re-vegetation of the watercourse and 10 m wide buffer areas to protect these lands from development through the re-designation of this area of the property from *Special Residential* to *Environmental Policy Area* that will facilitate the conveyance of these lands to the TRCA.

Figure 6 – Town of Caledon Official Plan, Schedule C: Bolton Land Use



 Subject Lands

6.3.2 TOWN OF CALEDON ZONING BY-LAW

The subject lands are zoned *RR Rural Residential Zone* by Town of Caledon Zoning By-law 2006-50 (refer to **FIGURE 7**), which permits only the following uses: Accessory Apartment; Private Home Day Care; Detached Dwelling; and Home Occupation (maximum 6 students involving the instruction of a craft or skill). As the proposed residential apartment and block townhouse uses are not permitted in the RR Zone, an amendment to Zoning By-law 2006-50 is necessary to facilitate the proposed development of the site together with any site-specific exceptions. It will also be necessary to rezone the natural features (ie. watercourse and 10 m buffer) to EPA1 Environmental Policy Area 1 Zone for future protection of these lands to be conveyed into public ownership to the TRCA.

It is being proposed that the developable tablelands be rezoned to RM Multiple Residential Zone, which currently only permits Apartment Building and Private Home Day Care uses. It will also be necessary to include a Townhouse Dwelling use as an additional permitted use in the RM Zone.

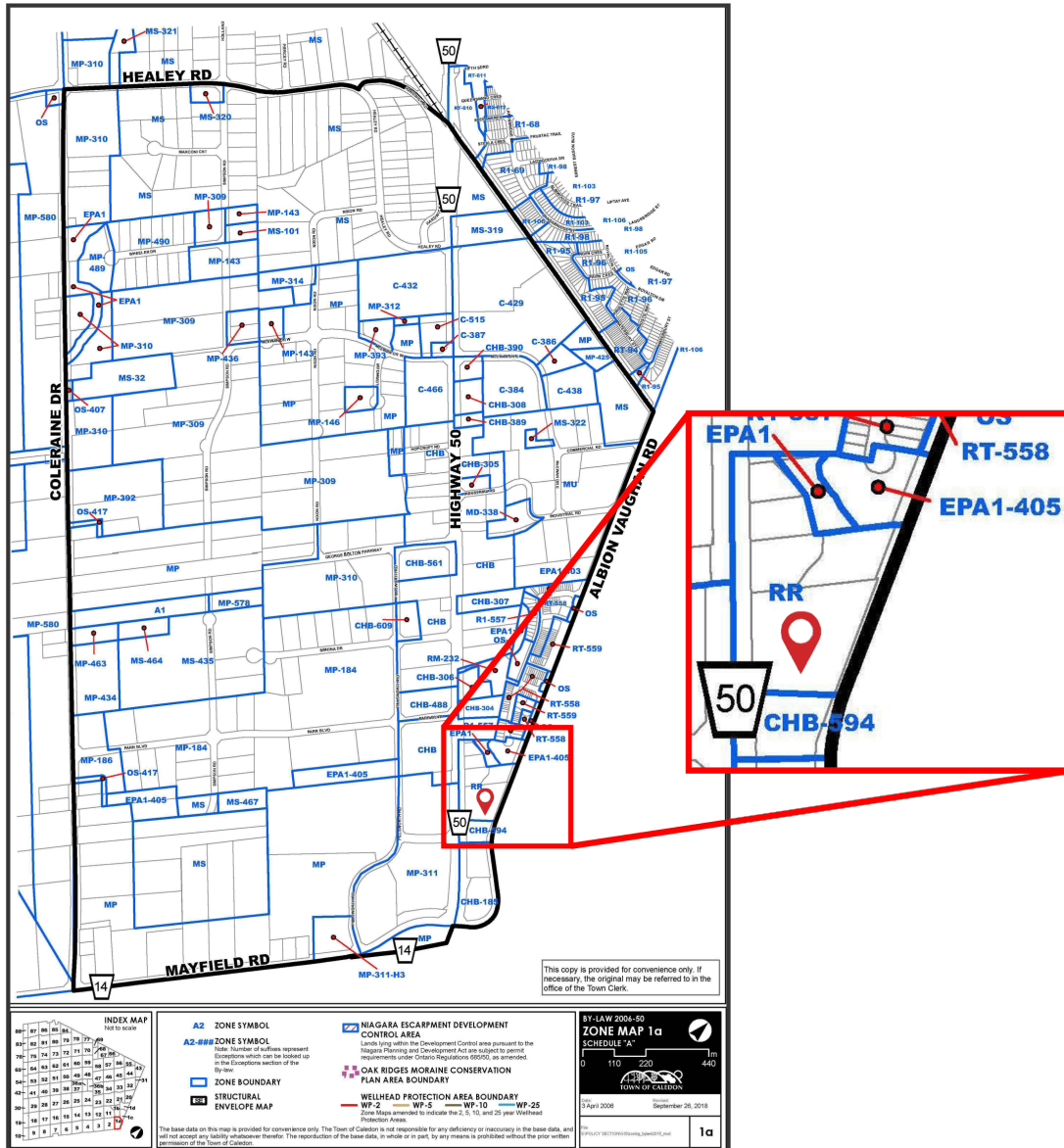
The following chart demonstrates the existing and proposed zone standards for the RM Zone to implement the apartment and block townhouse development:

STANDARD	Existing RM Zone	Proposed RM Zone
Permitted Encroachment	2 metres	Balconies or Decks – 2.4 metres
Building Area (Maximum)	20%	38%
Backyard Amenity Area (Minimum) (Townhouse)	37 m ²	Amenity Areas shall be permitted on the third floor terrace of a townhouse dwelling a minimum of 36.50 m ²
Front Yard (Minimum)	9 metres (Apartment) 6 metres (Townhouse)	1.3 metres
Exterior Side Yard (Minimum)	9 metres	Shall not apply
South Interior Side Yard (Minimum)	7.5 metres	5.6 metres
North Interior Side Yard (Minimum)	7.5 metres	5.7 metres
Rear Yard (Minimum)	7.5 metres	0.4 metres
Building Height (Maximum)	12.2 metres	22.5 metres
Landscape Area (Minimum)	45%	18%
Privacy Yard	1 for each habitable room window any	Shall not apply

	portion of which is less than 2.5 metres above finished grade	
Play Facility (Minimum)	Minimum play facility shall be 1 for each lot with more than 10 dwellings.	Shall not apply
Play Facility Area (Minimum)	4%	Shall not apply
Play Facility Location	Play facilities shall only be permitted in a rear yard or interior side yard but not in any portion of a privacy yard	Shall not apply

It has been demonstrated through the various consultant studies and this Planning Justification Report that the proposed development of the 1.5 ha site is appropriate for residential apartment and block townhouse uses, which will be addressed through a site-specific Zoning By-law Amendment by the Owner. The implementing zoning (RM Zone – tableland, and EPA1 – valley lands) and site-specific exceptions to be incorporated into the Zoning By-law Amendment document are identified and discussed in Section 8.0 of this report.

Figure 7 – Town of Caledon Zoning By-law, Zoning Map 1a, Schedule A



Subject Lands - Zone RR

7.0 PROPOSED OFFICIAL PLAN AMENDMENT

The Town of Caledon's Official Plan requires that a site-specific amendment to its Official Plan be undertaken by the Owner to justify the proposed residential development on the site as discussed in Section 7.0 of this report. On this basis, the following site-specific provisions to the *Special Residential* designation are necessary to implement the proposed residential apartment and block townhouse development on the developable tablelands:

- Permitted uses on the property:
 - Apartment Dwelling
 - Townhouse Dwelling
- Maximum permitted number of dwelling units: 250
 - Apartment dwelling units: 240
 - Townhouse dwelling units: 10
- Maximum Permitted Floor Space Index (FSI based on net developable site area): 2.37
(Note: $FSI = \text{Total Residential GFA} / \text{Net Developable Site Area}$
 $FSI = 26,922.73 \text{ m}^2 / 11,360.98 \text{ m}^2$
 $FSI = 2.37$)
- Maximum Permitted Building Height:
 - 6-storeys for the apartment building, and
 - 3-storeys for the townhouse dwelling units
- Site-specific provisions:
 - The apartment building and townhouse block complex shall function as a single development unit and have access to shared above and below grade parking, landscaped amenity areas and other common amenities, and share in the costs of maintaining the property;
 - The 250 residential apartment and townhouse dwelling units shall be developed on full municipal services;
 - All vehicular access to and from the subject lands shall be restricted to Albion-Vaughan Road, and there shall be no vehicular access from Highway 50; and,
 - The portion of the subject lands designated *Special Residential* and containing natural heritage features (watercourse) and associated 10 m wide buffers along the west and northwest areas of the property shall be re-channelized, re-naturalized and re-vegetated by the Owner to the satisfaction of the Town and the TRCA, and placed into an *Environmental Policy Area* designation, and conveyed into public ownership.

It will be necessary to redesignate the watercourse and 10 m buffer lands from *Special Residential* to *Environmental Policy Area*. These lands are also being rezoned to EPA1 Environmental Policy

Area 1 Zone to further protect the natural features on the property, and will be conveyed into public ownership to the Toronto and Region Conservation Authority.

A copy of the draft site-specific Official Plan Amendment to implement the proposed development has been submitted as part of the complete application submission under separate cover.

8.0 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment Application is required to amend the Town of Caledon's Zoning By-law 2006-50, as amended, to rezone the subject property from RR Rural Residential Zone to RM Multiple Residential Zone (ie. developable tableland) and EPA1 Environmental Policy Area 1 Zone (ie. watercourse and 10m buffer), to permit the proposed residential apartment and block townhouse development and the protection of the natural features on the site, respectively. The following zoning exceptions to the RM Zone will need to be included in the draft Zoning By-law Amendment that is to be submitted with the complete application submission to the Town:

- **Determination of a Lot**

Notwithstanding the definition of Lot in Section 3 and any other provisions of By-law #2006-50, and notwithstanding the obtaining of any severances by way of a consent under the provisions of the Planning Act, R.S.O. 1990, C.P.13 as amended from time to time, or the registration at any time of any Condominium Declaration, a Plan of Subdivision, or conveyance with respect to any portion of said land, the land zoned RM by this By-law shall be considered to be one lot.

- **Permitted Encroachment**

Balconies or Decks – 2.4 metres

- **Building Area (Maximum)**

40%

- **Backyard Amenity Area**

Amenity Areas shall be permitted on the third floor terrace of a townhouse dwelling a minimum of 36.50 m²

- **Front Yard (Minimum)**

1.3 metres

- **Exterior Side Yard (Minimum)**

Shall not apply

- **South Interior Side Yard (Minimum)**

5.6 metres

- **North Interior Side Yard (Minimum)**

5.7 metres

- **Rear Yard (Minimum)**

- 0.4 metres
- **Building Height (Maximum)**
22.5 metres
- **Landscape Area (Minimum)**
18%
- **Privacy Yard**
Shall not apply
- **Play Facility (Minimum)**
Shall not apply
- **Play Facility Area (Minimum)**
Shall not apply
- **Play Facility Location**
Shall not apply

The proposed site-specific exceptions address the site and building layout and design as reflected in the supporting justification reports and the plans prepared by the Owner's consultant team.

The proposed site specific exceptions will facilitate the development of the residential apartment buildings and the townhouse dwellings on a single lot which will be subject to a future application for Draft Plan of Common Element Condominium, contemplated to be comprised of a single condominium board. Individual private amenity areas for the proposed townhouse dwellings fronting Albion Vaughan Road are proposed to be located on a third storey rooftop terrace and public amenity areas are proposed in an enclosed building with a third storey rooftop terrace central to the site. A site-specific provision is proposed to permit the private amenity area located on the rooftop terrace for the townhouse dwellings whereas a privacy yard is required.

Furthermore, the proposed exceptions will permit the residential building typologies on the subject lands in conjunction with the environmental features. As previously discussed, the environmental features located on the subject lands are proposed to be rezoned to the EPA1 Environmental Policy Area 1 Zone, adjacent to Highway 50. The rezoning of environmental features will delineate the rear lot line of the residential development to be the zone boundary between the RM Multiple Residential Zone and EPA1 Environmental Policy Area 1 Zone. Therefore, an exception is proposed to reduce the rear yard setback from the apartment building to the environmental zone, specifically the buffer area. Additionally, the rezoning of the watercourse and associated 10m buffer results in a reduction to the total developable area of the subject lands from 15,376.75 m² to 11,360.98 m² and as such, the area to be rezoned for residential purposes is subsequently reduced. Therefore, a reduction to the total landscape area requirement and increase to the maximum permitted lot coverage is proposed given the rezoning of the environmental features on the subject lands.

A copy of the draft site-specific Zoning By-law Amendment to implement the proposed development has been submitted as part of the complete application submission under separate cover.

8.1 FUTURE MINOR VARIANCE(S)

Section 45(1.3) of the Planning Act restricts a landowner from applying for a Minor Variance Application(s) to the Town of Caledon Committee of the Adjustment within two years of the day on which a Zoning By-law was amended. The Planning Act also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment.

Should Town Council support the Zoning By-law Amendment Application, the Owner requests that the Caledon Planning Department, in recognition of the complexity of this development, include a recommendation in the approval report to permit the Owner to apply for a Minor Variance Application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the development. We recommend that this Council resolution should be consistent with the following wording or wording having a similar effect:

“That the Owner be permitted to apply for a Minor Variance Application(s) to the Town of Caledon Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.”

9.0 PROPOSED SITE PLAN

A Site Plan Application is required to facilitate the development details (including but not limited to setbacks, building heights, materials, colours, landscaping, and servicing) and necessary approvals to construct the two, 6-storey mid-rise apartment towers linked by an enclosed three-storey common amenity area with a total of 240 units developed together with two (2) blocks of townhouse dwellings consisting of 5 units each (total 10 units) fronting onto Albion-Vaughan Road that will all share a common underground parking garage and other common amenities and function as a single development unit. The proposed gross floor areas (GFA) of the development are as follows:

- Towers “A” + “B” (Residential Condo – 6 storeys) GFA: 25,079.08 m² (272,168.10 sqft)
- Townhouse GFA: 1,843.65 m² (17,997.16 sqft)
- Amenity Space (Residential Condo) GFA: 2,219 m² (26,106.35 sqft)
- Total Floor Space Index (FSI) (ie. Total Site GFA / Net Site Area) = 26,922.73 m² / 11,360.98 m² = 2.37 FSI

There will be one main driveway access into the site located centrally on Albion-Vaughan Road that will lead to a circular internal courtyard for pick-up and drop-off in front of the 6-storey building together with two visitor parking areas, and a ramp entrance to the 1-1/2 levels of underground parking that will serve both the apartment and townhouse residents. Two (2) service access driveways will also be provided at the northeast and southeast corners of the property on Albion-Vaughan Road that will lead to the garbage and moving rooms located at either end of the apartment building.

The types and sizes of the total 250 condominium apartment and townhouse units are as follows:

- Towers “A” and “B”: 240 Total Units
 - 1 Bedroom Units: 68 (55.03 – 63.71 m², or 592.3 – 685.75 sqft unit size range)
 - 1 Bedroom + Den Units: 27 (56.62 – 93.3 m², or 609.47 – 1,004.22 sqft unit size range)
 - 2 Bedroom Units: 100 (83.20 – 103.55 m², or 895.61 – 1,114.62 sqft unit size range)
 - 2 Bedroom + Terrace Units: 45 (92.24 – 115.59 m², or 992.85 – 1,244.17 sqft unit size range)
- Townhouses: 10 Total Units
 - 3-storeys plus roof-top amenity terrace, and access to parking space from basement in P1 Level
 - Townhouse end units: 4 (160.86 – 161.85 m² or, 1,731.48 – 1,742.14 sqft unit size range)
 - Townhouse Internal to block units: 6 (155.92 m² or, 1,678.30 sqft unit size)

A total of 453 parking spaces for the residents and visitors will be provided to serve the entire apartment and townhouse complex including 432 resident spaces and 21 accessible spaces, whereas 443 total parking spaces are required resulting in a surplus of 10 parking spaces. The parking to be provided for the development is as follows:

Parking Level	Accessible Spaces	Resident Spaces	Total Parking Spaces
P1	14	280	294
P2	5	139	144
Surface	2	13	15
TOTALS	21	432	453

The 21 proposed accessible parking spaces will be provided and located in strategic locations close to building entrances and equally spaced throughout the surface and underground to serve the main residential apartment building and the two townhouse blocks. The townhouse units will have their own dedicated parking spaces located directly below each of the townhouse units. Bicycle storage rooms are also provided throughout the underground garage to serve all the residents in the complex.

The main 6-storey condominium apartment will be designed primarily with red-coloured brick material and accented horizontally with a white stone-like material for the first two floors, as well as vertically from top to bottom by intermittently breaking up the red brick in sections. Each unit will have an enclosed glass balcony and concrete base. The interior of the apartment building provides for amenity space rooms on the main, second, third, Penthouse A and Penthouse B levels, together with a green roof-top terrace on the third floor. Outdoor amenity areas are provided in the landscaped areas surrounding the building including a pathway to be located within the 10 m buffer adjacent to the of the watercourse on the west side of the building.

The two townhouse blocks will be designed primarily with the same red-coloured brick material and accented by a white stone-like material, which will complement the design, colours and materials used for the apartment building and create a cohesive development design for the condominium complex. Each unit will have a roof-top amenity terrace. The height of the 3-storey townhouse buildings is 9.15m (3.050 m per storey) with access to a dedicated parking space below each townhouse unit in the P1 Level.

The site plan application also includes a landscape plan that shows the locations of all the trees and shrub planting throughout the complex.

The existing watercourse along the west and northwest areas of the site will be realigned to its original location on the property and will include a 10 m buffer that will be re-naturalized and conveyed to the TRCA.

Should the Town of Caledon approve the Site Plan Application, it will be necessary for the Owner to submit a Draft Plan of Condominium Application for future approval of a standard condominium tenure for the apartment and townhouse buildings on the subject lands.

10.0 PUBLIC ENGAGEMENT STRATEGY

The Town of Caledon undertakes the following public engagement process for Official Plan and Zoning By-law Amendment Applications:

- A notice of application sign is posted on the property;
- A Notice of the Public Meeting is advertised in the local newspaper and on the City's web-site;
- Notices for the Public Meeting are mailed out to property owners within a 120 metre (400 feet) radius of the subject lands in accordance with the statutory provisions of the Provincial *Planning Act*; and,
- A statutory Public Meeting is held by the Town of Caledon in accordance with the *Planning Act* requirements.

The above-noted development applications will have a public engagement strategy that is consistent with the Town of Caledon's public engagement process as outlined above.

11.0 CONCLUSION

The proposed applications to amend the Official Plan and Zoning By-law and for approval of a Site Plan Application will facilitate the development of an under-utilized parcel of land for a future condominium complex comprising two, 6-storey mid-rise apartment towers linked by an enclosed three-storey common amenity area with a total of 240 units developed together with two (2) blocks of townhouse dwellings (total 10 units) fronting onto Albion-Vaughan Road that will all share a common underground parking garage and function as a single unit. The proposed development will provide a mix of residential apartment-style and townhouse units within an intended condominium ownership that will complement the recent freehold townhouses built to the north.

The proposed development of the subject lands will facilitate an efficient use of land that will utilize existing municipal and regional infrastructure, including roads, water, and sewers, and promote opportunities for increased public transit. In addition, the development will contribute

to the Town and Region meeting their growth targets, while also providing additional residential units to the Town's housing stock.

In addition, the proposed development provides for the protection of natural heritage features on the subject lands associated with the stream that traverses along the west and northwest areas of the property that will be conveyed into public ownership to the Toronto and Region Conservation Authority (TRCA) together with the 10 m buffer above the staked development limits.

In light of the above, the Owner is proposing site-specific provisions to the *Special Residential* designation of the Town of Caledon Official Plan to be included in the implementing Official Plan Amendment as identified in Section 7.0 of this report. It will also be necessary to redesignate the watercourse and 10 m buffer lands from *Special Residential* to *Environmental Policy Area*.

The Owner is also proposing to rezone the property from *RR Rural Residential Zone* to *RM Multiple Residential Zone* (ie. developable tableland) and EPA1 Environmental Policy Area 1 Zone (ie. watercourse and 10 m buffer) together with site-specific exceptions as identified in Section 8.0 of this report to implement the proposed residential development and the protection of the natural features on the site.

Based on the complexity of the development proposal, it is considered appropriate for the Town to include the following recommendation in the final planning report:

"That the Owner be permitted to apply for a Minor Variance Application(s) to the Town of Caledon Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing zoning by-law."

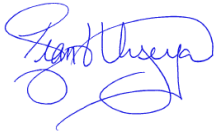
Should the Town of Caledon approve the Site Plan Application, it will be necessary for the Owner to submit a future Draft Plan of Condominium Application for approval of a standard condominium tenure on the subject lands.

The proposed applications conform and do not conflict with the *Provincial Policy Statement (2020)*, the *A Place to Grow Plan: Growth Plan for the Greater Golden Horseshoe (2019)*, *Region of Peel Official Plan (2018)*, and the *Town of Caledon Official Plan (2018)* as amended, and will facilitate a desirable and appropriate mix of residential development that will address various income levels and lifestyle choices, and the protection of natural heritage features within a public ownership arrangement.

Based on the foregoing, it is the opinion of KLM Planning Partners Inc. that the proposed development represents good land use planning, and can be supported.

Respectfully submitted,

KLM PLANNING PARTNERS INC.

A handwritten signature in blue ink, appearing to read 'Grant Uyeyama'.

Grant Uyeyama, BAA, MCIP, RPP
Principal Planner

A handwritten signature in blue ink, appearing to read 'Ryan Chin'.

Ryan Chin, BAA
Intermediate Planner