

Planning Justification Report
Proposed Official Plan Amendment, Zoning By-law Amendment and Draft
Plan of Subdivision
12211, 12213 and 12231 Hurontario Street
Mayfield West, Town of Caledon

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. (GSAI) has been retained by Argo Summer Valley Limited to assist in obtaining an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for 12211, 12213 and 12231 Hurontario Street in the Town of Caledon.

The purpose of this report is to outline the nature of the proposed amendments and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan and Zoning By-law

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are legally described as Part of Lot 19, Concession 1, EHS (Chinguacousy) and are located on the east side of Hurontario Street, north of Highwood Road. The lands have a frontage of approximately 118.14 metres on Hurontario Street, and a depth of approximately 210.67 metres. The lands encompass an area of approximately 3.08 hectares (7.61 acres).

As shown on Figure 1 (*Aerial Photo*), the subject lands are primarily vacant.

The existing surrounding land uses include:

North: Highway 410;

East: Detached residential dwellings;

South: Vacant lands proposed for future residential uses concurrent with the subject application; and existing detached dwellings;

West: 2-storey detached residential and commercial building.

An existing bus stop is located at the southwest corner of Highwood Road and Hurontario Street and serves Brampton Transit Route 24.





FIGURE 1

SITE CONTEXT PLAN

PART OF LOT 19, CONCESSION 1,
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

LEGEND

-  Subject Lands
-  Lands To Be Developed Concurrently



SCALE: NTS
MAY 5, 2022

3.0 PROPOSED DEVELOPMENT

The Argo Summer Valley Limited is proposing a draft plan of subdivision and an amendment to the Town of Caledon Official Plan and Zoning By-law to allow the subject lands to be developed for residential uses, open space and an internal public road network.

As shown on Figure 2 (*Draft Plan of Subdivision*), the proposed development comprises of 73 residential units, as follows:

- Four (4) 9.45-metre (31') detached lots;
- Four (4) 12.2-metre (40') detached lots;
- Eighteen (18) 12.8-metre (42') detached lots;
- Two (two) 15.24-metre (50') detached lots; and
- Forty-five (45) 7.3-metre (24') townhouses.

The proposed detached dwellings have a minimum lot depth of 24.2 metres and the proposed townhouse lots will have a minimum lot depth of 22 metres. Each of the detached dwellings will accommodate either single-car or double-car driveways and garages allowing for 2-4 parking spaces per unit. Each of the proposed townhouse dwellings will accommodate a single-car garage and driveway allowing for 2 parking spaces per unit. Private amenity space for each unit is accommodated in the rear yards. Waste collection will be accommodated through curb side pick-up by the Region of Peel

The subject lands have vehicular access from a proposed local road connection Highwood Road in the City of Brampton. The proposed local road connection to the south will be implemented by way of a concurrent rezoning and plan of subdivision application for the abutting lands to the south. Pedestrian access to/from the site is provided by way of a sidewalk connection from Highwood Road to Street 'A'.

It is proposed that Street 'A' within the plan of subdivision will have a right-of-way width of 17.0 metres as per the City of Brampton local road standards. A 17-metre right-of-way is appropriate in this instance as it will be an extension of the local road segment within the City of Brampton and continues to accommodate the necessary servicing infrastructure to service the proposed development. The proposed 17-metre right-of-way also continues to provide for a sidewalk on one side, has been used for the subdivision to the east (within the Town), and makes efficient use of land by allowing the maximum density considered appropriate in the context of the adjacent community.

A 14-metre Open Space block is proposed along Hurontario Street which is under the jurisdiction of the Ministry of Transportation Ontario (MTO) and accommodates the MTO's standard 14 m setback requirement. The Open Space block totals 0.22 hectares (0.54 acres) and is intended to be conveyed to the City.

4.0 LAND USE POLICIES

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with building strong healthy communities. Section 1.1.1 promotes efficient development patterns; accommodation of appropriate affordable and market-based range and mix of housing and other land uses; and avoiding development and land use patterns that may cause environmental or public health and safety concerns.

Section 1.1.3 of the PPS addresses settlement areas. This section states that settlement areas shall be the focus for growth and development and that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; efficiently use infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion; and support active transportation, among other objectives.

The proposed development is consistent with Section 1 of the PPS, as it provides for an efficient development pattern within an existing settlement area and accommodates a market-based range of housing in the area. The proposed development makes efficient use of existing and planned servicing and transportation infrastructure. The proposed development avoids environmental and public health and safety concerns, as it is situated on tableland. The proposed development pattern provides for safe streets, spaces and facilities and is connected with public sidewalks.

Section 2 of the PPS outlines policies associated with the wise use and management of resources. Policies within Section 2 relevant to this proposal include those under Section 2.1 – *Natural Heritage*, Section 2.2 – *Water*, and Section 2.6 – *Cultural Heritage and Archaeology*.

Section 2 of does not apply to the proposed development, as there is no existing natural heritage system on site.

Section 3 of the PPS outlines policies associated with protecting public health and safety. The primary objective of this Section is to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

The proposed development is consistent with Section 3 of the PPS as development and site alteration within the plan area are proposed outside of hazard areas.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow (*Growth Plan*) is the Province's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall conform" with the provincial plans that are in effect on the date the decision is made.

Section 2.2 of the Growth Plan provides "where and how to grow" policies. Section 2.2.1 states that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, existing or planned municipal water and wastewater systems and can support the achievement of complete communities. Further, Section 2.2.1 also states that within settlement areas, growth will be focused in delineated built-up areas, location with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities.

The proposed development conforms to Section 2.2.1 of the Growth Plan as the subject lands are located within a settlement area with a delineated built boundary and which has an existing municipal water and wastewater system. The proposed development contributes to a range of uses within the area and provides for a sustainable development pattern which supports the achievement of complete communities. The subject lands are also located within a delineated built-up area, in an area with existing transit and planned higher order transit and in proximity to existing public service facilities.

The subject lands are located within a Delineated Built-up Area of the Growth Plan. Section 2.2.2 of the Growth Plan states that a minimum of 50 percent of all residential development occurring within the Region of Peel will be within the delineated built-up area.

The proposed development conforms to Section 2.2.2 of the Growth Plan as it contributes to the requirement for a minimum of 50% of all residential development to occur within the built-up area.

Section 3 of the Growth Plan provides policies for infrastructure to support growth. Section 3 states that Water and Wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets.

The proposed development conforms to Section 3 of the Growth Plan as the proposed development utilizes existing municipal services within the area which will contribute to the achievement of the minimum density target.

Section 4 of the Growth Plan provides policies for protecting what is valuable. This includes water resource systems, natural heritage systems, key hydrologic features and areas, key natural features, and cultural heritage resources.

Section 4 does not apply to the proposed development, as there are no existing water resource systems, natural heritage system and key hydrologic features and area, key natural features and cultural heritage resources are planned to be protected.

4.3 Region of Peel Official Plan

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the “Rural Service Centre” in Schedule D and within the “Built-up Area” in Schedule D4 of the Regional Official Plan, respectively. The Regional Official Plan also contains Growth Management policies which implements the intensification policies of the Growth Plan.

Rural Service Centre

Section 5.4.3 (Rural Service Centres) of the Regional Official Plan states that Rural Service Centres serve as the primary foci for growth within the Rural System. It is the objective of Rural Service Centres to promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment. It is also an objective to foster a distinct character and village atmosphere, specifically for the Mayfield West area.

The proposed development meets the objective of creating a safe and secure community and improvement in the quality of life through proper design and effective use of the built environment by making efficient use of land, infrastructure, and existing transit service.

Growth Management

The Region of Peel Official Plan contains growth management policies for areas identified as Built-up Areas. A list of general policies is provided in Section 5.5.2, as follows:

- *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

The proposed development achieves the Region’s growth management objectives as the proposal contributes to the achievement of complete communities through compact, well-designed, transit-supportive land use with a mix of housing. The proposed development also accommodates growth within the built-up area through an appropriate level of intensification.

Growth Management - Intensification

The Regional Official Plan also contains a list of intensification objectives under Section 5.5.3, as follows:

- *To achieve compact and efficient urban forms;*
- *To optimize the use of existing infrastructure and services;*
- *To intensify development on underutilized lands;*
- *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environment;*
- *To optimize all intensification opportunities across the Region;*
- *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

The proposed development contributes to the intensification objectives of the Region as the proposed plan of subdivision represent a compact residential development form. The proposed development intensifies development on underutilized lands, optimizes the use of existing infrastructure and services and reduces dependence on the automobile through transit-supportive and pedestrian-friendly design. The proposal optimizes the intensification opportunity on the subject lands and provides a moderately more dense housing form while still remaining compatible to the low-rise character of the surrounding area and contributes to the mix of land uses in the area.

In our opinion, the proposed development conforms to the Region of Peel Official Plan and an amendment to the Regional Official Plan is not required.

4.4 Town of Caledon Official Plan

The Town of Caledon Official Plan is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

As shown on Figure 3 (*Excerpt of Schedule B, Mayfield West Land Use Plan*), the subject lands are located within the Mayfield West Secondary Plan and designated “Residential Policy Area B” in the Town of Caledon Official Plan.

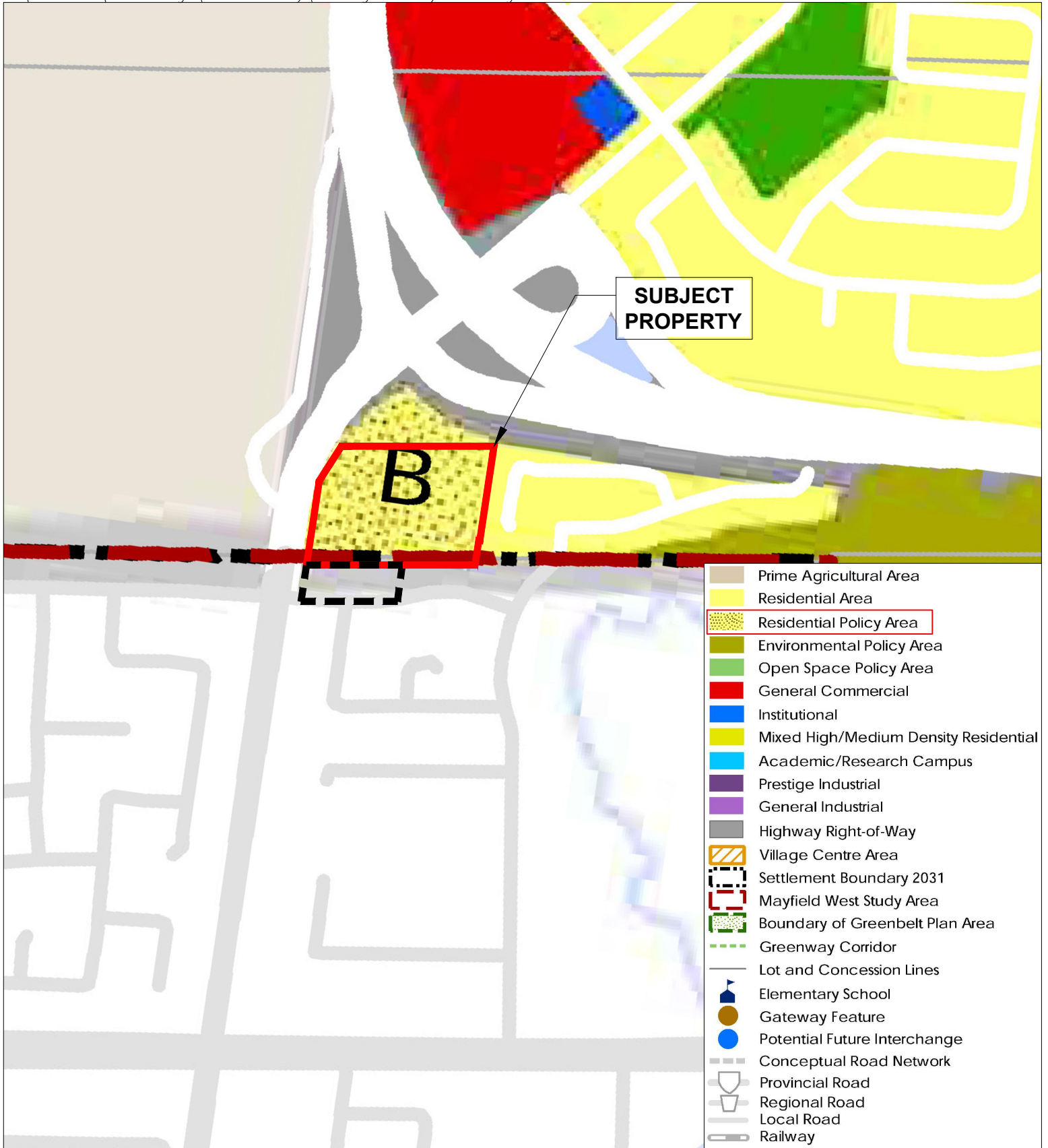


FIGURE 3

CALEDON OFFICIAL PLAN SCHEDULE B - LAND USE PLAN

PART OF LOT 19, CONCESSION 1,
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Additional Lands Owned by Applicant



SCALE: NTS
MAY 5, 2022

Section 5.10.4.3.3.2 states that:

“Residential Policy Area B shall require the detailed studies as provided for in Section 5.10.3.27.7, prior to releasing lands for development. Development in this area will be integrated with adjacent residential proposals in the City of Brampton. In addition, the Highway 410 road right-of-way requirements will be protected.”

As required, the detailed studies required under Section 5.10.3.27.7 have been prepared and submitted in support of the subject application. Further, the proposed development has been integrated with the proposed plan of subdivision for lands located immediately to the south within the City of Brampton. These applications are being processed concurrently. Since the time Residential Policy Area B was implemented, Highway 410 has been constructed and does not require the subject lands to facilitate its operation. Based on the Preferred Design for the Highway 410 interchange improvements at Hurontario Street as a result from the recent Class EA Environmental Assessment, the subject lands are also not required to facilitate the required improvements.

Policy Areas (all applicable)

Section 5.10.3.27 (*Policy Areas*) of the Town of Caledon Official Plan contains policies relating to Policy Areas. We provide the following matrix to address each of the Policy Area policies below:

Policy No.	Policy	Response
5.10.3.27.1	Policy Areas may be established within settlement areas, to designate areas which are proposed for development during the Plan Period, but which may be subject to specific constraints including timing, servicing and other factors.	Acknowledged. The subject lands are designated “Residential Policy Area B” and as such, is subject to the Policy Area policies.
5.10.3.27.2	Residential and Industrial Policy Areas are identified in Schedule B, Mayfield West Land Use Plan; Schedule C, Bolton Land Use Plan; and Figure 15, Victoria. Residential Policy Areas are identified in Schedule D, Caledon East Land Use Plan.	Acknowledged. Residential Policy Area B is identified on Schedule B (Mayfield West Land Use Plan).
5.10.3.27.3	Policy Areas will be used to manage the release of land for development consistent with the Principles, Strategic Directions Goals and Objectives, Population and Employment Forecasts, and Population Allocations of this Plan.	Acknowledged. Population allocation is not required to allow for the development of the subject lands given that they are already within the settlement area. Population and employment forecasts represent a projection of potential growth for planning purposes and are not intended to be used as a development cap.

Policy No.	Policy	Response
5.10.3.27.4	<p>Release of the Policy Areas for development shall be phased within individual settlements, in accordance with the following:</p> <p>a) The population allocations for the settlement;</p>	<p>Population allocation is generally not required for lands already within a settlement area. The subject lands are included within the current settlement boundary in the Town’s Official Plan. Notwithstanding, the future population to be accommodated within the subject lands are accounted for in proposed Peel 2051 Region of Peel Official Plan.</p>
	<p>b) The progress towards achieving the employment forecasts for the Town;</p>	<p>This policy not applicable to the proposed development as the subject lands are not located within an Employment Area.</p>
	<p>c) An orderly development of the Policy Areas in a manner that optimizes efficient provision of services and avoids fragmented development;</p>	<p>The Policy Area is provided with adequate existing transportation infrastructure and existing municipal water and wastewater services on Highwood Road.</p> <p>Given the availability of services to the Policy Area, the proposed development will efficiently optimize existing services under a single phase of development</p>
	<p>d) The availability of services such as water and sewer, roads, fire and police protection, schools, and other community services such as recreation facilities; and,</p>	<p>As provided in the supporting Functional Servicing Report, adequate water and sanitary services are available to support the proposed development.</p> <p>As provided in the Transportation Impact Study prepared in support of the Official Plan Amendment, sufficient transportation infrastructure exists to support the development of the Policy Area.</p> <p>The subject lands are located in an area which provides for fire protection and community services to support the proposed development.</p> <p>School boards are required to accommodate new pupils coincidental with development.</p>

Policy No.	Policy	Response
	<p>e) The phasing policies of Section 6.2:</p> <p><u>6.2.1.7 Phasing</u></p> <p><u>6.2.1.7.1</u> <i>The Town may phase the release of lands for development purposes in order to:</i></p> <p>a) <i>Optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;</i></p> <p>b) <i>Safeguard and enhance the financial health of the municipality; and,</i></p> <p>c) <i>Avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such services.</i></p>	<p>Acknowledged. The Policy Area is adequately serviced with existing public infrastructure and services to accommodate the development of the Policy Area without further expansion to services at the cost of the municipality.</p> <p>A Fiscal Impact Study has also been prepared in support of the proposed Official Plan Amendment.</p>
	<p><u>6.2.1.7.2</u> <i>Criteria have been established for collective use as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given priority with respect to all stages of the development approval process, including Official Plan amendments, Secondary Plan or Community Plan studies, and subdivision and rezoning applications. Development proposals most in compliance with the following criteria will be favoured:</i></p> <p>a) <i>Financial</i></p> <p><i>Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;</i></p>	<p>As per the Fiscal Impact Study, the proposed development generates an estimated \$78,000 in revenue surplus upon full build-out and is serviced with existing facilities.</p>
	<p>b) <i>Support to Existing Infrastructure</i></p> <p><i>Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;</i></p>	<p>The development of the Policy Area represents an infilling of the southerly portion of the Mayfield West Community and makes use of existing underutilized infrastructure.</p>
	<p>c) <i>Piped Sewer and Water Services</i></p> <p><i>The availability and efficiency of piped services from a Town and Region perspective;</i></p>	<p>As per the Functional Servicing Report, the development of the Policy Area makes use of existing piped water and wastewater services in the immediate area.</p>

Policy No.	Policy	Response
	<p>d) <i>Transportation Services</i></p> <p><i>The ready and economical provision of roadway facilities;</i></p>	<p>As per the Traffic Impact Study prepared in support of the application, the existing surrounding road infrastructure can accommodate the proposed development.</p>
	<p>e) <i>Parkland and Community Services</i></p> <p><i>The satisfaction of Town and Regional requirements for parkland or community services;</i></p>	<p>The Policy Area is serviced by existing parkland in in the community.</p>
	<p>f) <i>Consistency with Housing Needs</i></p> <p><i>Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;</i></p>	<p>The proposed Concept Plan provides for a wide range of housing which responds to a wide-ranging market demand.</p>
	<p>g) <i>Environmental Concerns</i></p> <p><i>The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;</i></p>	<p>As provided for in the Environmental Noise Study prepared in support of the proposed Official Plan Amendment, mitigation measures are available to protect sensitive residential land uses from existing noise impacts (i.e. road noise).</p> <p>The proposed development represents an efficient development pattern which is sustainable and minimizes air pollution by providing opportunities for alternative modes of transportation.</p> <p>The proposed residential land uses do not cause adverse impacts to water resources.</p>
	<p>h) <i>School Related Concerns</i></p> <p><i>Maintaining or helping to achieve acceptable levels of school facilities;</i></p>	<p>The Policy Area is intended to be serviced with existing surrounding education facilities.</p>
	<p>i) <i>Agricultural Lands</i></p> <p><i>Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of undeveloped agricultural lands;</i></p>	<p>The Policy Area is contiguous to existing development, does not contain agricultural land and is not adjacent to agricultural lands.</p>
	<p>j) <i>Consistency with Official Plan Policies</i></p> <p><i>Consistency with relevant Official Plan policy, other than the preceding criteria; and,</i></p>	<p>In our opinion, the development of the Policy Area is consistent with the broader planning objectives of the Official Plan.</p>

Policy No.	Policy	Response
	<p>k) <i>Application Date</i></p> <p><i>Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.</i></p>	<p>Acknowledged.</p>
<p>5.10.3.27.5</p>	<p>Policy Areas shall be subject to an amendment prior to the Policy Area Lands being released for development. The amendment will determine detailed land use designations, prior to zoning and other development approvals. Land use designations shall be consistent with appropriate policy provisions of this Plan.</p>	<p>Acknowledged. The subject development application includes an amendment to the Official Plan to implement a land use designation required prior to implementing zoning changes and subdivision approvals.</p>
<p>5.10.3.27.6</p>	<p>Uses within Policy Area designations legally in existence as of the day prior to adoption of this policy shall be considered permitted uses until such time as the lands proceed to development, and these permitted uses may be reflected in the implementing Zoning By-law.</p> <p>In accordance with the requirements specific to each Policy Area, as detailed in Section 5.10.4, prior to the Town considering an amendment for the release of Policy Areas for development, either a Secondary Plan shall be prepared or the following studies/assessments will be completed in support of the proposal:</p>	<p>Acknowledged.</p> <p>The required supporting studies are included in the subject application.</p>
<p>5.10.3.27.7</p>	<p>a) An engineering study to address servicing, stormwater management, and, as appropriate, hydrogeology and geotechnical issues;</p> <p>b) A transportation study;</p> <p>c) A residential housing distribution assessment including mix and types, or; industrial/commercial distribution assessment, including mix and types (as appropriate);</p> <p>d) An environmental study and, as appropriate, a heritage resource study;</p> <p>e) An assessment of the impact of development on community services, and the Town's employment and housing objectives and policies;</p>	<p>A Functional Servicing Report prepared by RJ Burnside, and a Hydrogeological Study and Geotechnical Study prepared by EXP has been provided in support of the proposal.</p> <p>A Traffic Impact Study prepared by BA Group has been provided in support of the proposal.</p> <p>A Housing Distribution Assessment is included in the Planning Justification Report, as prepared by Glen Schnarr & Associates Inc.</p> <p>The property does not contain any Natural Heritage features or built heritage resources and therefore an environmental impact study was not required.</p> <p>The Fiscal Impact Study prepared by Urban Metrics addresses the availability of the proposed development on community services.</p>

Policy No.	Policy	Response
	<p>f) A fiscal study to address the financial impact of development on the Town; and,</p> <p>g) A community design assessment that addresses, for example, community linkage opportunities and streetscape design.</p> <p>The above studies/assessments will also be utilized to formulate the appropriate form of development within the Policy Area, to ensure an integrated well planned development at the plan of subdivision/condominium approval stage.</p>	<p>A Fiscal Impact Study prepared by Urban Metrics has been provided in support of the proposal.</p> <p>Urban Design Brief prepared by NAK Design Strategies has been provided in the City of Brampton format (as agreed at DART) in support of the proposal.</p> <p>Acknowledged.</p>
<p>5.10.3.27.8</p>	<p>Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:</p> <p>a) Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area:</p> <p>Low: up to 30 units/net hectare (Detached / Multiples)</p> <p>Medium: 30-44 units/net hectare (Detached / Multiples)</p> <p>High: 45-87 units/net hectare (Multiples / Apartments)</p> <p>Development will provide for a mix of housing types within the Rural Service Centre of Caledon East, based on Low Density development consisting of detached and multiple housing at a net density of up to 16.6 units/net hectare, Medium Density development at a net density of 19-30 units/hectare and apartments permitted as part of mixed-use development.</p> <p>b) The following locational criteria will be applied to low, medium and high density housing development:</p> <p>i) Low Density Housing:</p>	<p>In accordance with Section 5.10.3.27.8, the proposed development is comprised of predominantly low, and medium density residential land uses.</p> <p>a) Proposed Low Density Residential land uses allowing for detached dwellings are planned at a density of approximately 25.45 units per net hectare and is generally consistent with the maximum 30 units per net hectare permission in the Official Plan.</p> <p>Proposed Medium Density Residential land uses allowing for a range of townhouse dwelling types are planned at a density of approximately 44.55 units per net hectare. Recognizing that the proposed density is higher than the maximum 44 UPH permitted by the Official Plan, the proposed density is reflective of modernized lot sizes resulting from shallower front and rear yards and narrower lot widths. In our opinion, the proposed density for the Medium Density Residential designation is appropriate and continues to implement the intended housing form.</p> <p>b) As described in Section 4.0 and as shown on Figure 3, proposed low-density housing is generally located in the interior of the community with medium density uses on or in close proximity to collector or arterial roads. All housing is located within walking distance of parks and open spaces.</p>

Policy No.	Policy	Response
	<ul style="list-style-type: none"> • generally located in the interior of neighbourhoods away from arterial roads; • adequately serviced by neighbourhood parks; • accessible to community facilities such as schools and recreational facilities. <p>ii) Medium Density Housing:</p> <ul style="list-style-type: none"> • generally located on or in close proximity to collectors and arterial roads; • used as a transition between low density and higher density areas; • located close to or adjacent to parks, schools, open spaces, and commercial facilities. 	

Section 5.10.4.3.4 of the Town of Caledon Official Plan also contains policies for residential areas generally located in Mayfield West:

“5.10.4.3.4.1 Lands designated as residential on Schedule B, Mayfield West, between the Etobicoke Creek and Highway 10 shall be subject to the following policies:

- a) *Development of these lands shall include a residential mix of single family and townhouse dwelling units, with the related support services of institutional uses including a fire hall, a library and a church, a range of commercial uses, and open space. Development will be phased in an orderly and efficient manner with the initial phase including the necessary community services and facilities as deemed appropriate by Council in addition to a reasonable portion of townhouse units.*
- b) *An overall gross density of 12.4 to 13.6 units per hectare (5 to 5.5 units per acre) shall be permitted, including townhouse development at a site density of 30 units per hectare (12 units per acre). Townhouse units will be integrated into the overall residential development, so as not to isolate these units into any one area of the community. A high level of urban design and landscaping will be provided in the community.*
- c) *Upon finalization of the future alignment of Highway 410, the lands not required for the Highway corridor may be developed in accordance with the designation(s) of the abutting lands in the settlement area without the need for*

amendment to this Plan. Development of such land shall be compatible with adjacent lands.

It is proposed through the subject application that the subject lands be redesignated from Residential Policy Area B to Residential Area. In considering the existing Residential Area policies applicable to the area, the proposed development demonstrates conformity to the policies of Section 5.10.4.3.4.1 as the proposed development contains a mix of detached and townhouse dwelling units and contributes to the achievement of the required density range. A density analysis for lands designated Residential Area between Etobicoke Creek and Highway 10 is provided on Figure 4. As shown, the area built-out to date falls short of the permitted density range. When including the proposed development, the total density of the Residential Area designation is generally within the permitted range.

Rural Service Centres

The subject lands are located within the Mayfield West Rural Service Centre. Rural Service Centres are designated as the primary growth areas for the planning period (2031).

Section 5.10.4.3.2.1 states that the boundary of the Mayfield West Rural Service Centre represents the lands needed for the settlement for the 2031 timeframe. Given that the subject lands are located within the Mayfield West Rural Service Centre boundary, the development of the lands are required by the 2031 planning horizon.

Based on the Rural Service Centre Area and Policy Area policies, the proposed redesignation of the subject lands from Residential Policy Area B to Residential Area is justified and generally conforms to the Town of Caledon Official Plan.

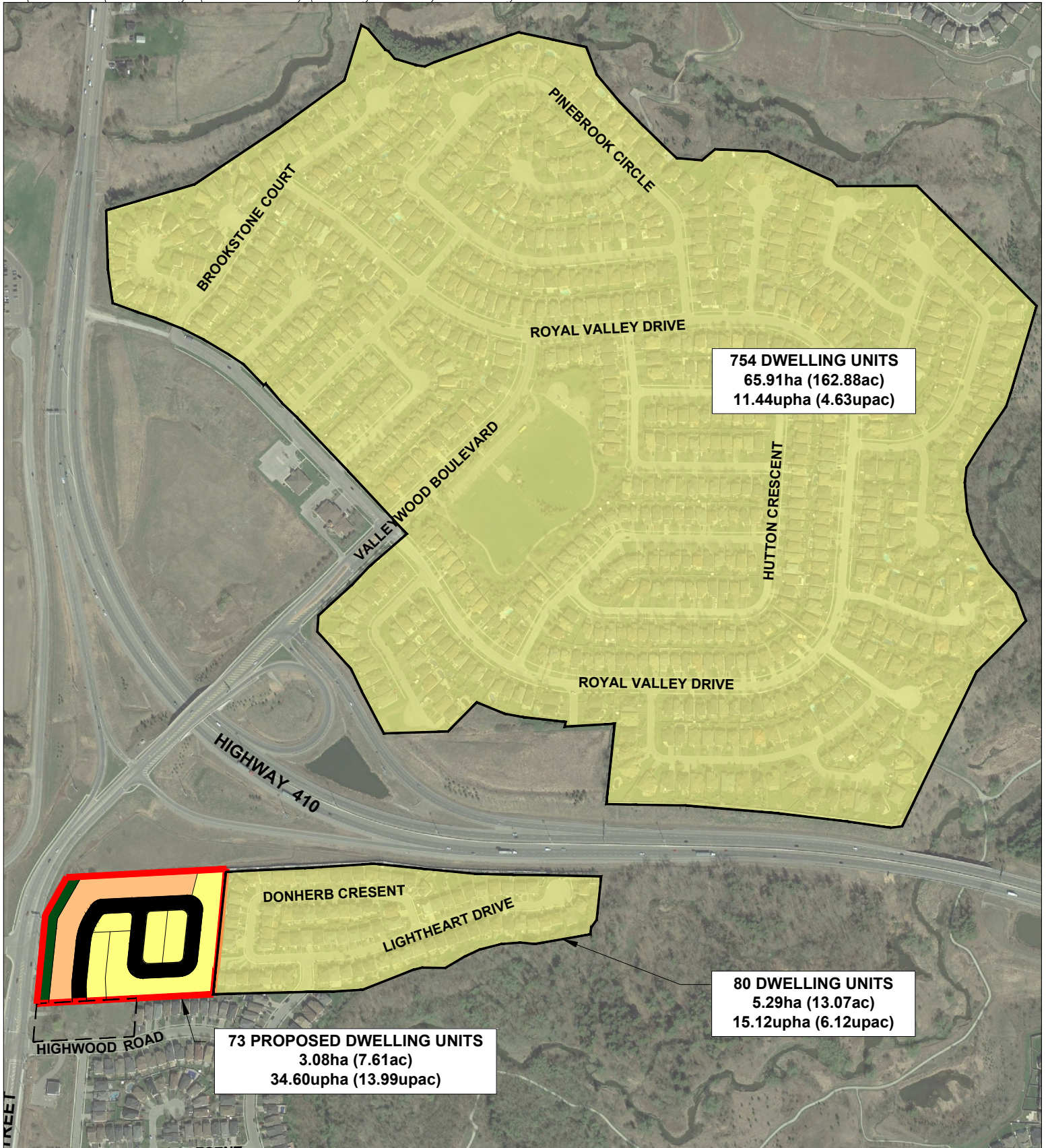


FIGURE 4

DENSITY ANALYSIS

PART OF LOT 19, CONCESSION 1,
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Additional Lands Owned by Applicant

	Units	Gross Area (ha)	Density (UPHA)
Valleywood	745	65.91	11.40
Donherb Cres./ Lightheart Drive	80	5.29	15.10
Proposed Development	73	3.08	34.60
TOTAL	898	74.28	12.10



SCALE: NTS
MAY 5, 2022

4.5 Mayfield West Secondary Plan

As shown on Figure 3 (*Excerpt of Schedule B, Mayfield West Land Use Plan*), the subject lands are located within the Mayfield West Secondary Plan and designated “Residential Policy Area B”. However, the Mayfield West Secondary Plan policies are silent the existing Residential Policy Area B designation. Reference to the Residential Policy Area B designation is only made in the main Official Plan document and addressed in Section 4.4 of this Report.

In our opinion, the Mayfield West Secondary Plan policies are generally not applicable to the subject lands as the Secondary Plan emanated from the 2021 Rural Service Centre Boundary expansion which allocated growth to the Mayfield West Area and set out a land use plan and development policies associated with what is now known as the Southfields Community.

Areas west of the Etobicoke Creek extending to Hurontario Street (not considered part of Southfields) have been included within the Secondary Plan Map but generally not regulated by the Secondary Plan policies. This is evident by virtue of the Mayfield West Secondary Plan policies which define the area east of Etobicoke Creek with a population of 9,000 and references to background studies which do not apply to lands west of the Etobicoke Creek.

In this regard, the proposed amendment is limited to a mapping change and is most appropriately evaluated in the context of the broader Official Plan policies, the Residential Policy Area policies, and Section 5.10.4.3.4.

4.6 Proposed Official Plan Amendment

Notwithstanding that the proposed development conforms to the broader Official Plan policies, an amendment to the Official Plan is required to redesignate the lands subject to this Application from “Residential Policy Area B” to “Residential Area” allowing for a mix of single detached and townhouse dwelling forms. The Amendment also deletes Section 5.10.4.3.3.2 of the Official Plan relating to Residential Policy Area B. Updates to various Secondary Plan policies and introducing new land use designations and policies is also required to implement the proposed development.

A Draft Official Plan Amendment document is appended to this Report as Appendix A.

4.7 Town of Caledon Zoning By-Law

The subject lands are currently zoned CH (Highway Commercial) in the Town of Caledon Zoning By-law. The existing zoning generally allows for agricultural-related uses and commercial uses, respectively.

The proposed zoning by-law amendment will rezone the subject lands to R1-AAA (Residential One Special), RT-BBB (Townhouses Residential Special), and OS (Open Space).

The following key special provisions are proposed as part of the site-specific zoning amendment in order to implement the proposed design:

- Variances from Zoning Definitions, including Building Height; Established Grade; Lot Frontage; Porch.
- Variances from the Zoning Regulations, including: Access Regulations; Accessory Buildings; Accessory Buildings; Accessory Building Size; Accessory Building Location; Model Homes; Sight Triangles; Size of Parking Spaces.
- Variances from the Zone Standards, including: Lot Area; Lot Frontage; Front Yard; Interior Side Yard; Exterior Side Yard; Rear Yard; Backyard Amenity Area; Building Height; Building Area; Landscaped Area.
- Variances from the Permitted Encroachments.

A Draft Zoning By-law Amendment is appended to this Report as Appendix B.

5.0 HOUSING DISTRIBUTION ANALYSIS

Section 5.10.3.27.7 (c) of the Caledon Official Plan requires the completion of a residential housing distribution assessment including housing mix and types to support the release of the Policy Area for development.

Based on the Draft Plan of Subdivision (Figure 2), the locational distribution of low and medium density housing is planned in accordance with Section 5.10.3.27.8 of the Official Plan wherein the proposed low density housing is generally located in the interior of the community and away from arterial roads and the proposed medium density housing is generally located closer to the proposed collector road(s) and the existing surrounding arterial roads.

With respect to housing mix and type, the proposed development is planned to allow for low and medium density housing forms including detached and townhouse dwellings with the following mix:

Residential Land Use	No. of Units	Unit Mix
Low-Density (Primarily Detached / Semi-detached)	28	38%
Medium-Density (Townhouses)	45	62%
TOTAL	73	100%

In our opinion, the proposed unit mix strikes an appropriate balance between achieving compatibility with adjacent housing forms, implementing an appropriate transition from existing detached dwellings to more intensified townhouse dwellings closer to Hurontario Street, meeting the density provisions of Policy 5.10.4.3.4, and promoting intensification through infill while contributing to a range and mix of housing and densities in a range of affordability levels.

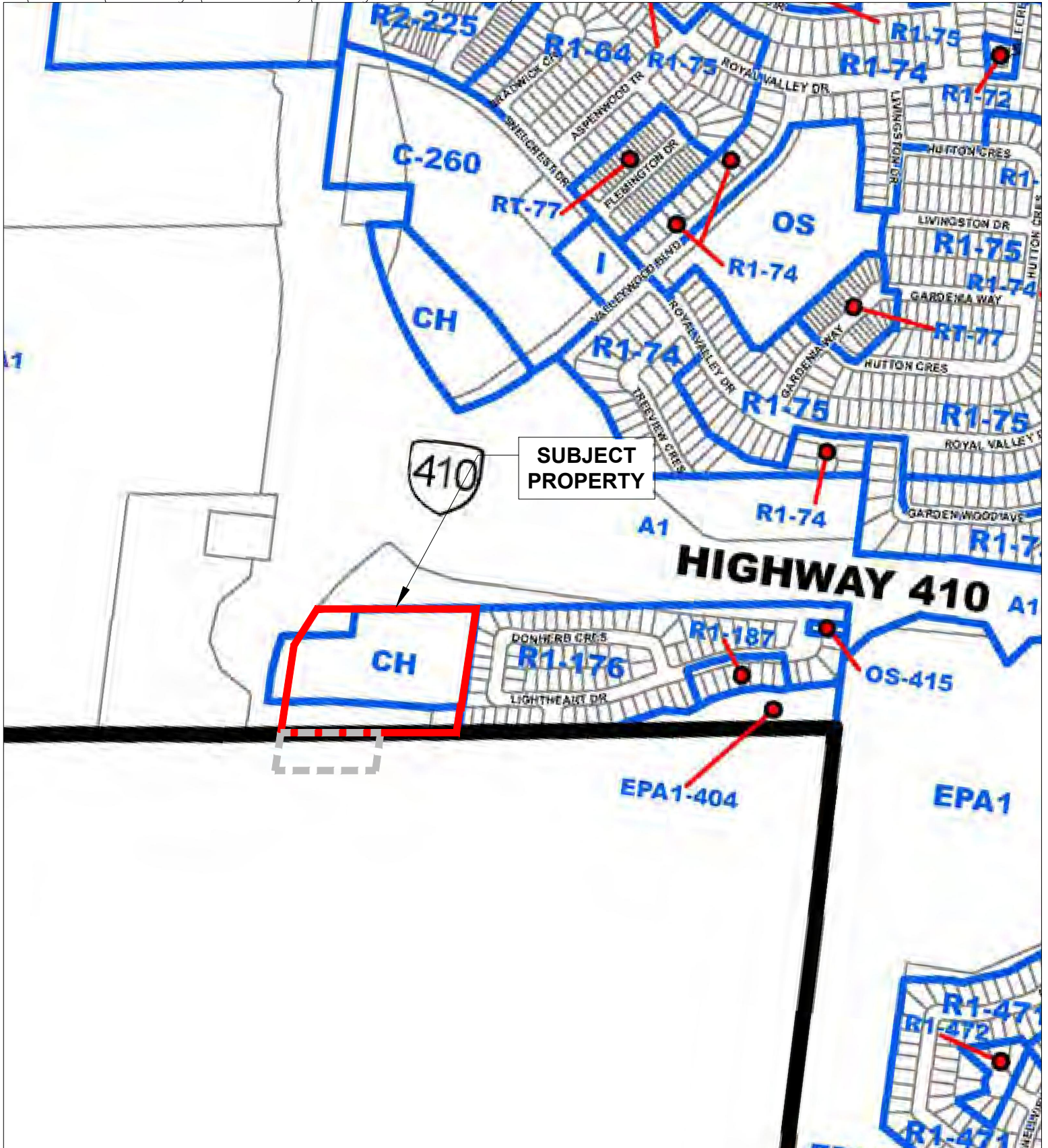


FIGURE 5

TOWN OF CALEDON ZONING BYLAW - MAP 7

PART OF LOT 19, CONCESSION 1,
TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Lands
- Additional Lands Owned by Applicant



SCALE: NTS
MAY 5, 2022

6.0 SUPPORTING STUDIES

The required supporting studies as determined through the required Pre-Application Consultation process have been prepared and submitted in conjunction with the proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Application under separate cover. A summary of the findings of each report are as follows:

6.1 Stage 1-2 Archaeological Reports

The Stage 1-2 Archaeological Assessments have been prepared by Amick Consulting Limited on an individual owner basis. As a result of the Stage 2 Archaeological Assessment, no archaeological resources were encountered. Amick Consulting Limited recommends that no further archaeological assessment is warranted, as the Provincial interest in archaeological resources has been addressed, and the proposed undertaking is clear of any archaeological concern.

6.2 Functional Servicing Report and Stormwater Management Report

The supporting Functional Servicing Report (FSR) prepared by RJ Burnside has been prepared to determine the availability of water and sanitary services for the subject lands as well as proposing an appropriate stormwater management plan to support the proposed development.

Based on the FSR, water servicing will be provided from the existing watermain infrastructure along Highwood Road and a watermain extension from Lighthouse Drive and that all the water supply demands and fire flow requirements are satisfied. Sanitary services and stormwater management will also be provided by way of connections to existing infrastructure on Highwood Road and Lighthouse Drive.

6.3 Traffic Impact Study

The supporting Traffic Impact Study prepared by BA Group demonstrates that the traffic generated from the proposed residential development will have minimum impact on the operation of the signalized network and unsignalized intersections. The proposed development can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

6.4 Environmental Noise Study

The supporting Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. considered road traffic, air traffic and stationary noise sources in the area of the subject lands. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP), Region of Peel and Town of Caledon noise guideline limits to determine the need for noise mitigation. To meet noise guideline limits, development within the subject lands will require mandatory or provision for air

conditioning, upgraded exterior wall construction, or sound barriers. Further detailed noise assessments will be undertaken as part of future design stages to confirm the specific noise mitigation requirements for each area or dwelling unit within the Plan.

6.5 Financial Impact Assessment

The supporting Fiscal Impact Study prepared by Urban Metrics Inc. was to identify the capital and ongoing operational impact to the Town arising from the proposed development. Based on the analysis, it is determined that through each year of construction and at full build out, the development would generate a positive net financial benefit to Town. Also, as the build-out of the development is anticipated to occur after the introduction of community services (including fire and recreation services) in Mayfield West, there are likely to be sufficient community services to support residents in the new community.

6.6 Healthy Development Assessment

The Town of Caledon utilizes the Region of Peel Healthy Development Assessment standard for development applications. As per the assessment submitted in support of the application, the proposed development achieves 19 out of 22 points representing a score of approximately 86% and achieving a Gold rating. As such, the proposal represents a relatively healthy development.

6.7 Geotechnical Investigation

The supporting Geotechnical Investigation prepared by EXP Services Inc. was to determine the subsurface soil and groundwater conditions at the site and, based on this information, support the development with geotechnical recommendations pertaining to the design and construction of the subdivision.

6.8 Hydrogeological Investigation and Water Balance Assessment

The supporting Hydrogeological Investigation prepared by EXP Services Inc. was to establish the local hydrogeological settings within the site, provide recommendations on construction and long-term dewatering and assess the groundwater quality. The estimated peak dewatering rate for the proposed construction activities is approximately 12,110 L/day for a single unit and 25,750 L/day for underground services. Based the dewatering rates, construction dewatering is anticipated to be below 50,000 L/day, and an EASR will not be required.

The supporting Water Balance Assessment prepared by EXP Services Inc. estimates that the post-development infiltration surplus will be approximately 1,9336 m³/year without mitigation. Given this surplus, no mitigation measures are required for the subject lands.

6.9 Environmental Site Assessment Phase One and Two

The supporting Environmental Site Assessments (ESA) (Phase One and Two) prepared by EXP Services Inc. in support of a Record of Site Condition (RSC) filing with the Ministry of

the Environment, Conservation and Parks (MECP). The Phase Two ESA Update involved the advancement of boreholes, and a soil and groundwater sampling program were completed. Based on the work completed to date, an RSC can be filed for the subject lands once the current Risk Assessment is accepted by the MECP.

7.0 CONCLUSION

Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision is justified and represents good planning for the following reasons:

1. The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision is consistent with and promotes the policies of the Provincial Policy Statement by directing growth to the settlement area with an efficient development pattern and accommodates a range and mix of housing and affordability levels. The proposed development makes efficient use of existing and planned services and transportation infrastructure, avoids environmental and public health and safety hazards.
2. The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities by contributing to the mix of housing in the area; promoting active transportation by way of connections to the existing surrounding sidewalks; and promoting the sustained viability of transit through intensification adjacent to an existing transit stop. The proposed development supports and exceeds the minimum required density target in the Region.
3. The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conforms to and promotes the policies of the Region of Peel Official Plan as the proposed development achieves complete community objectives and optimizes the opportunity for intensification.
4. The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conforms to the broader policies of the Town of Caledon Official Plan as it satisfies the requirements to release the Policy Area for development and has regard for existing surrounding lands uses.
5. The proposed development is located within the 2031 Rural Service Centre boundary which is intended to accommodate growth to the 2031 planning horizon. The proposed Official Plan amendment will facilitate the development of the subject lands to contribute to the Town's growth targets within the 2031 timeframe.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



**Jason Afonso, MCIP RPP
Partner**



**Sebastian Alzamora, MCIP RPP,
Planner**

APPENDIX A
Draft Official Plan
Amendment

AMENDMENT NO.
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2022- [REDACTED]

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

WHEREAS the Council of The Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended deems it expedient to amend the Town of Caledon Official Plan;

NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

General

1. Amendment No. [REDACTED] to the Official Plan for the Town of Caledon Planning Area shall we and is hereby adopted.

Enacted by the Town of Caledon Council this [REDACTED] day of [REDACTED], 2022.

Allan Thompson, Mayor

Laura Hall, Town Clerk

THE CONSTITUTIONAL STATEMENT

- PART A – THE PREAMBLE - does not constitute part of this amendment.
- PART B – THE AMENDMENT - consisting of the following text and Schedules “A” constitutes Amendment No. of the Town of Caledon Official Plan.

AMENDMENT NO. [REDACTED]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule “B” Mayfield West Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from “Residential Policy Area B” to “Residential Area” allowing for a mix of single detached and townhouse dwelling forms. The Amendment also deletes Section 5.10.4.3.3.2 of the Official Plan relating to Residential Policy Area B.

Location:

The lands subject to this Amendment are municipally described at 12211, 12213, and 12231 Hurontario Street and are legally described as Part of Lot 19, Concession 1, EHS (Chinguacousy) described as Parts 1, 2, 3, 4, and 5 Plan 43R-32579 in the Town of Caledon, in the Regional Municipality of Peel.

Basis:

The basis for this Amendment is contained in Planning Report PD [REDACTED], as adopted by Council on [REDACTED]. The applicant, Argo Summer Valley Limited has requested an amendment to the Town of Caledon Official Plan to permit residential land uses on the property on order to facilitate the construction of single detached and townhouse dwellings.

The Town of Caledon Official Plan allows for the establishment of Policy Areas to designate areas within the existing settlement boundary which are proposed for development during the Plan Period, but which may be subject to specific constraints including timing, servicing and other factors. Policy Areas are used to manage the release of land for development consistent with the Principles, Strategic Directions, Goals and Objectives, Population and Employment Forecasts, and Population Allocations of the Official Plan.

The release of the Policy Areas for development must consider such factors as the availability of population allocation, municipal services, road infrastructure, fire and police protection, schools and other community services such as recreation facilities.

An amendment to the Town of Caledon Official Plan is required in order to release the lands for development and shall determine detailed land use designations prior to zoning and other development approvals.

The applicant has submitted various technical studies in support of the Official Plan Amendment. The proposed Amendment redesignates the existing Residential Policy Area B designation to “Residential Area” allowing for a mix of single detached and townhouse dwelling forms.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [REDACTED]. Planning staff has reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Policy Statement and conforms to the policies of the Growth Plan, Region of Peel Official Plan and the objectives of the Official Plan.

PART B – THE AMENDMENT

This part of the document entitled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. [REDACTED] of the Town of Caledon Official Plan.

Details of the Amendment:

The Town of Caledon Official Plan is amended as follows:

1. By amending Schedule B, to re-designate from “Residential Policy Area B” to “Residential Area”; and
2. By deleting Section 5.10.4.3.3.2.

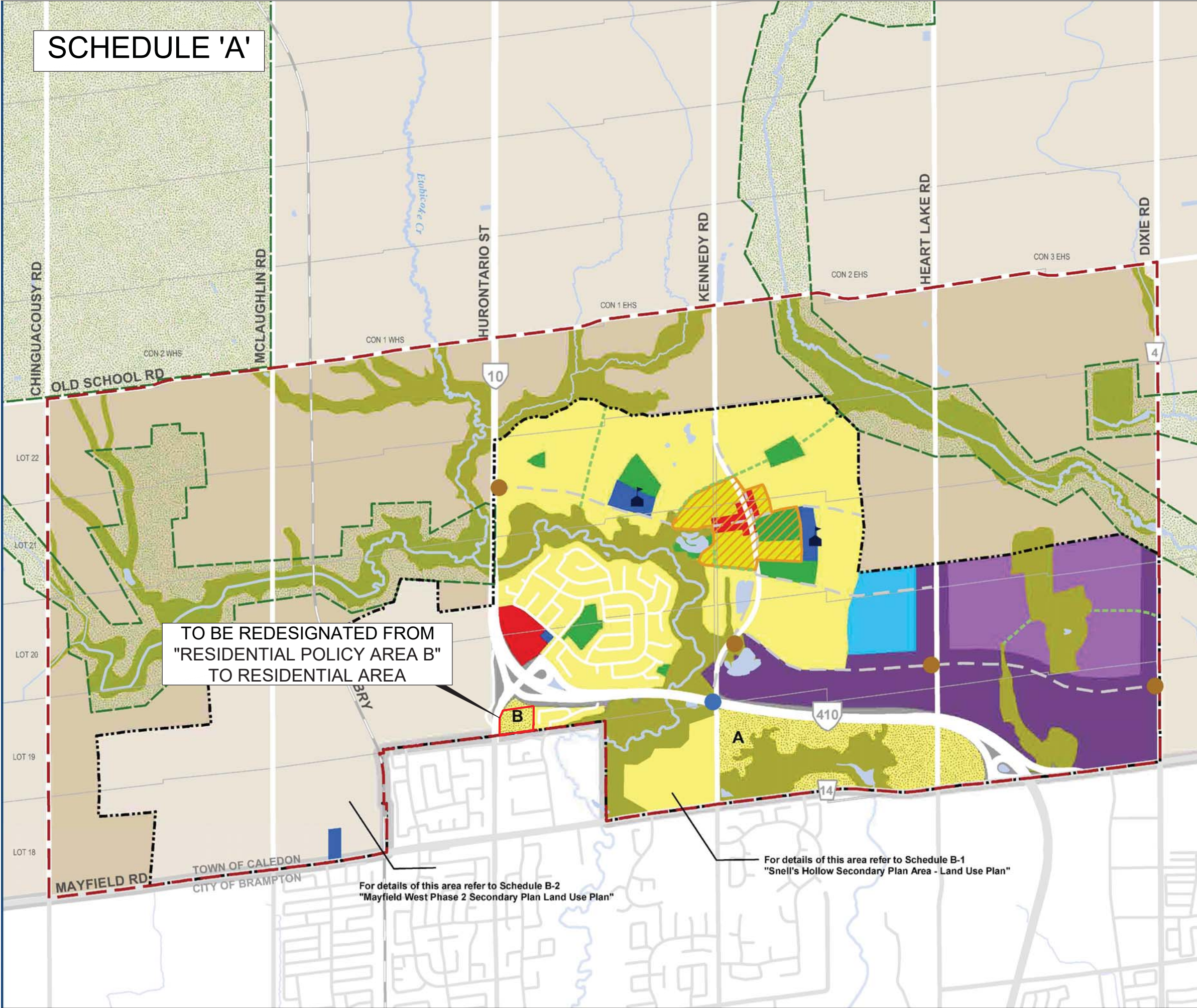
Implementation and Interpretation

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

SCHEDULE 'A'



Schedule B MAYFIELD WEST LAND USE PLAN

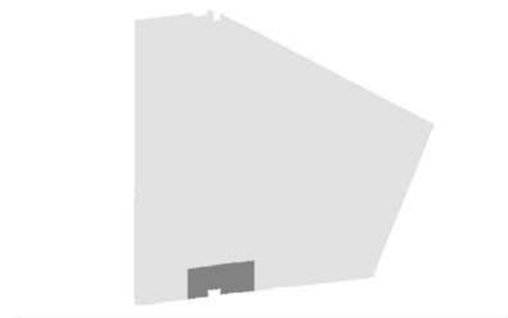


TO BE REDESIGNATED FROM
"RESIDENTIAL POLICY AREA B"
TO RESIDENTIAL AREA

For details of this area refer to Schedule B-2
"Mayfield West Phase 2 Secondary Plan Land Use Plan"

For details of this area refer to Schedule B-1
"Snell's Hollow Secondary Plan Area - Land Use Plan"

- Prime Agricultural Area
- Residential Area
- Residential Policy Area
- Environmental Policy Area
- Open Space Policy Area
- General Commercial
- Institutional
- Mixed High/Medium Density Residential
- Academic/Research Campus
- Prestige Industrial
- General Industrial
- Highway Right-of-Way
- Village Centre Area
- Settlement Boundary 2031
- Mayfield West Study Area
- Boundary of Greenbelt Plan Area
- Greenway Corridor
- Lot and Concession Lines
- Elementary School
- Gateway Feature
- Potential Future Interchange
- Conceptual Road Network
- Provincial Road
- Regional Road
- Local Road
- Railway



Base Data Source: Town of Caledon



APPENDIX B
Draft Zoning By
Amendment

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2022-XXX

A by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lot 19, Concession 1, EHS (Chinguacousy) described as Parts 1, 2, 3, 4, and 5 Plan 43R-32579 in the Town of Caledon, in the 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 advisable to pass a zoning by-law to permit the use of Part of Lot 19, Concession 1, EHS (Chinguacousy) described as Parts 1, 2, 3, 4, and 5 Plan 43R-32579 in the Town of Caledon, in the Regional Municipality of Peel for Residential, Mixed Use, Open Space and Environmental Protection purposes;

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. The following is added to Table 13.1

Zone Prefix	Exception Number	Permitted Uses	Special Standards
R1	AAA	<ul style="list-style-type: none"> - <i>Apartment Accessory</i> - <i>Day Care, Private Home</i> - <i>Dwelling, Detached</i> - <i>Home Occupation</i> 	<p align="center"><u>1.0 DEFINITIONS</u></p> <p>a) Building Height For the purpose of this zone, <i>Building Height</i> shall be calculated using the vertical distance measured from the average elevation of the established grade at the front of such <i>building</i> to the median level between the eaves and ridge on a gable, gambrel or hip roof.</p> <p>b) Established Grade For the purposes of this zone, <i>Established Grade</i>, with reference to a <i>building</i>, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such <i>building</i>.</p> <p>c) Lot Frontage</p> <ul style="list-style-type: none"> i) For the purpose of this zone, <i>Lot Frontage</i> means the horizontal distance between the two <i>lot lines</i> which intersect the <i>front lot line</i>, with such distance being measured along a line which is parallel to, and at a distance of 4.5m from the <i>front lot line</i>. ii) In the case of a <i>corner lot</i> with a daylight rounding or triangle, the <i>lot frontage</i> shall be calculated as if the front and exterior side <i>lot lines</i> were extended to their point of intersection.

Zone Prefix	Exception Number	Permitted Uses	Special Standards												
			<p>d) Porch For the purposes of this zone, <i>Porch</i> shall mean a platform with or without foundation or cold cellar, extending from an exterior wall of a <i>building</i> and having at least 50% of one side of the vertical planes forming the perimeter unobstructed in any manner except by railings and stairs with access to grade.</p> <p style="text-align: center;"><u>2.0 REGULATIONS</u></p> <p>a) Access Regulations For the purpose of this zone Sections 4.3.3 (<i>minimum entrance setback</i>) and 4.3.4 (<i>minimum entrance separation</i>) shall not apply.</p> <p>b) Accessory Buildings For the purpose of this zone, an <i>accessory building</i> shall not be permitted in the <i>front</i>, or <i>exterior side yard</i>.</p> <p>c) Accessory Building Size For the purpose of this zone, (an) <i>accessory building(s)</i>, not including a detached or <i>dual garage</i>, shall have a total maximum <i>building area</i> of 20m².</p> <p>d) Accessory Building Location For the purpose of this zone, any <i>accessory building</i>, not including a detached <i>garage</i> shall be located a minimum of 0.6m from any <i>lot line</i>.</p> <p>e) Model Homes: Notwithstanding 4.22.4 (maximum number of model homes), for the purpose of this zone, the maximum number of model homes permitted on lands which have received draft plan of subdivision approval shall not exceed 10% of the total number of <i>dwelling units</i> within the draft-approved plan of subdivision, up to a maximum of 10 model homes.</p> <p>f) Sight Triangles For the purposes of this zone Section 4.34 (<i>Sight Triangles</i>) shall not apply.</p> <p>g) Size of Parking Spaces For the purpose of this zone, the minimum size of a <i>parking space</i> shall be 2.75m in width and 5.5m in length.</p> <p style="text-align: center;"><u>3.0 ZONE STANDARDS</u></p> <p>a) Lot Area (Min.) N/A</p> <p>b) Lot Frontage (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;"><i>interior lot:</i></td> <td style="text-align: right;">9.1m</td> </tr> <tr> <td style="padding-left: 20px;"><i>corner lot:</i></td> <td style="text-align: right;">10.3m</td> </tr> </table> <p>c) Front Yard (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">to a <i>main building</i>:</td> <td style="text-align: right;">2.5m</td> </tr> <tr> <td style="padding-left: 20px;">to a vehicular door of a <i>private garage</i>:</td> <td style="text-align: right;">5.5m</td> </tr> </table> <p>d) Interior Side Yard (Min.) 0.6m on one side and 1.2m on the other side</p> <p>e) Exterior Side Yard (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">to a <i>main building</i>:</td> <td style="text-align: right;">2.0m</td> </tr> <tr> <td style="padding-left: 20px;">to a vehicular door of a <i>private garage</i>:</td> <td style="text-align: right;">5.5m</td> </tr> </table> <p>f) Rear Yard (Min.) 6 m</p> <p>g) Backyard Amenity Area (Min.) N/A</p> <p>h) Building Height (Max.) 14.0 m</p> <p>i) Building Area (Max.) N/A</p> <p>j) Landscaped Area (Min.) N/A</p>	<i>interior lot:</i>	9.1m	<i>corner lot:</i>	10.3m	to a <i>main building</i> :	2.5m	to a vehicular door of a <i>private garage</i> :	5.5m	to a <i>main building</i> :	2.0m	to a vehicular door of a <i>private garage</i> :	5.5m
<i>interior lot:</i>	9.1m														
<i>corner lot:</i>	10.3m														
to a <i>main building</i> :	2.5m														
to a vehicular door of a <i>private garage</i> :	5.5m														
to a <i>main building</i> :	2.0m														
to a vehicular door of a <i>private garage</i> :	5.5m														

Zone Prefix	Exception Number	Permitted Uses	Special Standards																		
			<p style="text-align: center;">4.0 PERMITTED ENCROACHMENTS</p> <p>Table 4.1 Detached and Semi-Detached Dwellings</p> <table border="1" data-bbox="836 389 1479 2072"> <thead> <tr> <th data-bbox="836 389 1122 465">Permitted Ornamental Structure</th> <th data-bbox="1122 389 1479 465">Maximum Permitted Distance of Encroachment</th> </tr> </thead> <tbody> <tr> <td data-bbox="836 465 1122 559">a) Bay, Box or Bow Windows with or Without Foundations</td> <td data-bbox="1122 465 1479 559">1.0m into a required front, exterior side or rear yard</td> </tr> <tr> <td data-bbox="836 559 1122 897">b) Covered or Uncovered Porch or Balcony, Canopy or Portico</td> <td data-bbox="1122 559 1479 897"> i) 2.0m into a required <i>front yard</i> ii) 2.5m into a required <i>rear yard</i> iii) 1.5m into a required <i>exterior side yard</i> iv) 0.6m into a required <i>interior side yard</i>, provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i> </td> </tr> <tr> <td data-bbox="836 897 1122 1051">c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck</td> <td data-bbox="1122 897 1479 1051"> i) 2.5m into a required <i>front or rear yard</i> ii) 2.0m into a required <i>exterior side yard</i> </td> </tr> <tr> <td data-bbox="836 1051 1122 1171">d) Deck ≥ 0.75m in Height</td> <td data-bbox="1122 1051 1479 1171">3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i>.</td> </tr> <tr> <td data-bbox="836 1171 1122 1360">e) Deck < 0.75m in Height</td> <td data-bbox="1122 1171 1479 1360">4.5m, inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i>, provided that the encroachment results in a <i>setback</i> of no less than 0.6m to any <i>lot line</i>.</td> </tr> <tr> <td data-bbox="836 1360 1122 1489">f) Chimneys or Vents</td> <td data-bbox="1122 1360 1479 1489">0.6m into any required <i>yard</i>, provided that a minimum <i>setback</i> of 0.6m is maintained to the <i>lot line</i></td> </tr> <tr> <td data-bbox="836 1489 1122 1946">g) Eaves, Sills, Cornices, Parapets, or other similar Ornamental Architectural features</td> <td data-bbox="1122 1489 1479 1946"> 0.6m extending from: i) a <i>main building wall</i>; ii) a bay, box or bow window; or iii) a covered or uncovered <i>porch or balcony</i> into a required <i>yard</i>, provided that: i) a minimum <i>setback</i> of 0.6m is maintained to a <i>lot line</i>; and ii) in the case of eaves, a minimum <i>setback</i> of 0.2m is maintained to an <i>interior side lot line</i> </td> </tr> <tr> <td data-bbox="836 1946 1122 2072">h) Steps or Stairs, Ramp, Barrier-free access feature and Deck in a private garage</td> <td data-bbox="1122 1946 1479 2072">0.5m into a required <i>parking space</i>.</td> </tr> </tbody> </table>	Permitted Ornamental Structure	Maximum Permitted Distance of Encroachment	a) Bay, Box or Bow Windows with or Without Foundations	1.0m into a required front, exterior side or rear yard	b) Covered or Uncovered Porch or Balcony, Canopy or Portico	i) 2.0m into a required <i>front yard</i> ii) 2.5m into a required <i>rear yard</i> iii) 1.5m into a required <i>exterior side yard</i> iv) 0.6m into a required <i>interior side yard</i> , provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i>	c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck	i) 2.5m into a required <i>front or rear yard</i> ii) 2.0m into a required <i>exterior side yard</i>	d) Deck ≥ 0.75m in Height	3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .	e) Deck < 0.75m in Height	4.5m, inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> , provided that the encroachment results in a <i>setback</i> of no less than 0.6m to any <i>lot line</i> .	f) Chimneys or Vents	0.6m into any required <i>yard</i> , provided that a minimum <i>setback</i> of 0.6m is maintained to the <i>lot line</i>	g) Eaves, Sills, Cornices, Parapets, or other similar Ornamental Architectural features	0.6m extending from: i) a <i>main building wall</i> ; ii) a bay, box or bow window; or iii) a covered or uncovered <i>porch or balcony</i> into a required <i>yard</i> , provided that: i) a minimum <i>setback</i> of 0.6m is maintained to a <i>lot line</i> ; and ii) in the case of eaves, a minimum <i>setback</i> of 0.2m is maintained to an <i>interior side lot line</i>	h) Steps or Stairs, Ramp, Barrier-free access feature and Deck in a private garage	0.5m into a required <i>parking space</i> .
Permitted Ornamental Structure	Maximum Permitted Distance of Encroachment																				
a) Bay, Box or Bow Windows with or Without Foundations	1.0m into a required front, exterior side or rear yard																				
b) Covered or Uncovered Porch or Balcony, Canopy or Portico	i) 2.0m into a required <i>front yard</i> ii) 2.5m into a required <i>rear yard</i> iii) 1.5m into a required <i>exterior side yard</i> iv) 0.6m into a required <i>interior side yard</i> , provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i>																				
c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck	i) 2.5m into a required <i>front or rear yard</i> ii) 2.0m into a required <i>exterior side yard</i>																				
d) Deck ≥ 0.75m in Height	3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .																				
e) Deck < 0.75m in Height	4.5m, inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> , provided that the encroachment results in a <i>setback</i> of no less than 0.6m to any <i>lot line</i> .																				
f) Chimneys or Vents	0.6m into any required <i>yard</i> , provided that a minimum <i>setback</i> of 0.6m is maintained to the <i>lot line</i>																				
g) Eaves, Sills, Cornices, Parapets, or other similar Ornamental Architectural features	0.6m extending from: i) a <i>main building wall</i> ; ii) a bay, box or bow window; or iii) a covered or uncovered <i>porch or balcony</i> into a required <i>yard</i> , provided that: i) a minimum <i>setback</i> of 0.6m is maintained to a <i>lot line</i> ; and ii) in the case of eaves, a minimum <i>setback</i> of 0.2m is maintained to an <i>interior side lot line</i>																				
h) Steps or Stairs, Ramp, Barrier-free access feature and Deck in a private garage	0.5m into a required <i>parking space</i> .																				
RT	BBB	<ul style="list-style-type: none"> - Apartment Accessory - Day Care, Private Home - Dwelling, Townhouse, - Home Occupation 	<p style="text-align: center;">1.0 DEFINITIONS</p> <p>a) Building Height For the purpose of this zone, <i>Building Height</i> shall be calculated using the vertical distance measured from the average elevation of the established grade at the front of such <i>building</i> to the median level between the eaves and ridge on a gable, gambrel or hip roof.</p>																		

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>b) Established Grade For the purposes of this zone, <i>Established Grade</i>, with reference to a <i>building</i>, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such <i>building</i>.</p> <p>c) Lot Frontage i) For the purpose of this zone, <i>Lot Frontage</i> means the horizontal distance between the two <i>lot lines</i> which intersect the <i>front lot line</i>, with such distance being measured along a line which is parallel to, and at a distance of 4.5m from the <i>front lot line</i>.</p> <p>ii) In the case of a <i>corner lot</i> with a daylight rounding or triangle, the <i>lot frontage</i> shall be calculated as if the front and exterior side <i>lot lines</i> were extended to their point of intersection.</p> <p>d) Porch For the purposes of this zone, <i>Porch</i> shall mean a platform with or without foundation or cold cellar, extending from an exterior wall of a <i>building</i> and having at least 50% of one side of the vertical planes forming the perimeter unobstructed in any manner except by railings and stairs with access to grade.</p> <p style="text-align: center;"><u>2.0 REGULATIONS</u></p> <p>a) Access Regulations For the purpose of this zone Sections 4.3.3 (<i>minimum entrance setback</i>) and 4.3.4 (<i>minimum entrance separation</i>) shall not apply.</p> <p>b) Accessory Buildings For the purpose of this zone, an <i>accessory building</i> shall not be permitted in the <i>front</i>, or <i>exterior side yard</i>.</p> <p>c) Accessory Building Size For the purpose of this zone, (an) <i>accessory building(s)</i>, not including a detached or <i>dual garage</i>, shall have a total maximum <i>building area</i> of 20m².</p> <p>d) Accessory Building Location For the purpose of this zone, any <i>accessory building</i>, not including a detached <i>garage</i> shall be located a minimum of 0.6m from any <i>lot line</i>.</p> <p>e) Air Conditioners and Heat Pumps For the purpose of this zone, no air conditioner or heat pump may be located in the <i>front yard</i> or exterior <i>side yard</i> unless it is screened from public view or located on a balcony above the ground floor.</p> <p>f) Model Homes: Notwithstanding 4.22.4 (maximum number of model homes), for the purpose of this zone, the maximum number of model homes permitted on lands which have received draft plan of subdivision approval shall not exceed 10% of the total number of <i>dwelling units</i> within the draft-approved plan of subdivision, up to a maximum of 10 model homes.</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards																																
			<p>g) Sight Triangles For the purposes of this zone Section 4.34 (<i>Sight Triangles</i>) shall not apply.</p> <p>h) Size of Parking Spaces For the purpose of this zone, the minimum size of a <i>parking space</i> shall be 2.75m in width and 5.5m in length.</p> <p>h) Width of Driveways Accessing Individual Residential Dwellings: i) Notwithstanding the maximum <i>driveway</i> width permitted for a <i>townhouse dwelling</i> in Section 5.2.15, the maximum <i>driveway</i> width for a <i>townhouse dwelling</i> on a <i>corner lot</i> is 6.0m.</p> <p style="text-align: center;">3.0 ZONE STANDARDS</p> <p>a) Lot Area (Min.) N/A</p> <p>b) Lot Frontage (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;"><i>interior lot:</i></td> <td style="text-align: right;">5.5m</td> </tr> <tr> <td style="padding-left: 20px;"><i>end lot per dwelling unit:</i></td> <td style="text-align: right;">7m</td> </tr> <tr> <td style="padding-left: 20px;"><i>corner lot:</i></td> <td style="text-align: right;">7.9m</td> </tr> </table> <p>c) Front Yard (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">to a <i>main building:</i></td> <td style="text-align: right;">2.5m</td> </tr> <tr> <td style="padding-left: 20px;">to a vehicular door of a <i>private garage:</i></td> <td style="text-align: right;">5.5m</td> </tr> </table> <p>d) Interior Side Yard (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">to a <i>main building:</i></td> <td style="text-align: right;">1.5m</td> </tr> <tr> <td style="padding-left: 20px;">between attached <i>dwelling units:</i></td> <td style="text-align: right;">nil</td> </tr> </table> <p>e) Exterior Side Yard (Min.)</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">to a <i>main building:</i></td> <td style="text-align: right;">2.0m</td> </tr> <tr> <td style="padding-left: 20px;">to a vehicular door of a <i>private garage:</i></td> <td style="text-align: right;">5.5m</td> </tr> </table> <p>f) Rear Yard (Min.) 6 m</p> <p>g) Backyard Amenity Area (Min.) N/A</p> <p>h) Building Height (Max.) 14.0m</p> <p>i) Building Area (Max.) N/A</p> <p>j) Landscaped Area (Min.) N/A</p> <p style="text-align: center;">4.0 PERMITTED ENCROACHMENTS</p> <p>Table 4.1 Townhouse Dwellings</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Permitted Ornamental Structure</th> <th style="width: 50%;">Maximum Permitted Distance of Encroachment</th> </tr> </thead> <tbody> <tr> <td>a) Bay, Box or Bow Windows with or Without Foundations</td> <td>1.0m into a required front, exterior side or rear yard</td> </tr> <tr> <td rowspan="4">b) Covered or Uncovered Porch or Balcony, Canopy or Portico</td> <td>v) 2.0m into a required <i>front yard</i></td> </tr> <tr> <td>vi) 2.5m into a required <i>rear yard</i></td> </tr> <tr> <td>vii) 1.5m into a required <i>exterior side yard</i></td> </tr> <tr> <td>viii) 0.6m into a required <i>interior side yard</i>, provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i></td> </tr> <tr> <td rowspan="2">c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck</td> <td>iii) 2.5m into a required <i>front or rear yard</i></td> </tr> <tr> <td>iv) 2.0m into a required <i>exterior side yard</i></td> </tr> <tr> <td>d) Deck ≥ 0.75m in Height</td> <td>3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i>.</td> </tr> </tbody> </table>	<i>interior lot:</i>	5.5m	<i>end lot per dwelling unit:</i>	7m	<i>corner lot:</i>	7.9m	to a <i>main building:</i>	2.5m	to a vehicular door of a <i>private garage:</i>	5.5m	to a <i>main building:</i>	1.5m	between attached <i>dwelling units:</i>	nil	to a <i>main building:</i>	2.0m	to a vehicular door of a <i>private garage:</i>	5.5m	Permitted Ornamental Structure	Maximum Permitted Distance of Encroachment	a) Bay, Box or Bow Windows with or Without Foundations	1.0m into a required front, exterior side or rear yard	b) Covered or Uncovered Porch or Balcony, Canopy or Portico	v) 2.0m into a required <i>front yard</i>	vi) 2.5m into a required <i>rear yard</i>	vii) 1.5m into a required <i>exterior side yard</i>	viii) 0.6m into a required <i>interior side yard</i> , provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i>	c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck	iii) 2.5m into a required <i>front or rear yard</i>	iv) 2.0m into a required <i>exterior side yard</i>	d) Deck ≥ 0.75m in Height	3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .
<i>interior lot:</i>	5.5m																																		
<i>end lot per dwelling unit:</i>	7m																																		
<i>corner lot:</i>	7.9m																																		
to a <i>main building:</i>	2.5m																																		
to a vehicular door of a <i>private garage:</i>	5.5m																																		
to a <i>main building:</i>	1.5m																																		
between attached <i>dwelling units:</i>	nil																																		
to a <i>main building:</i>	2.0m																																		
to a vehicular door of a <i>private garage:</i>	5.5m																																		
Permitted Ornamental Structure	Maximum Permitted Distance of Encroachment																																		
a) Bay, Box or Bow Windows with or Without Foundations	1.0m into a required front, exterior side or rear yard																																		
b) Covered or Uncovered Porch or Balcony, Canopy or Portico	v) 2.0m into a required <i>front yard</i>																																		
	vi) 2.5m into a required <i>rear yard</i>																																		
	vii) 1.5m into a required <i>exterior side yard</i>																																		
	viii) 0.6m into a required <i>interior side yard</i> , provided a minimum <i>setback</i> of 0.6m is maintained to an <i>interior side lot line</i>																																		
c) Covered or Uncovered Steps or Stairs, Ramp or Barrier-free Access Feature not associated with a Deck	iii) 2.5m into a required <i>front or rear yard</i>																																		
	iv) 2.0m into a required <i>exterior side yard</i>																																		
d) Deck ≥ 0.75m in Height	3.0m inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> .																																		

Zone Prefix	Exception Number	Permitted Uses	Special Standards	
			e) Deck < 0.75m in Height	4.5m, inclusive of any stairs, ramp or barrier-free access feature into a required <i>rear yard</i> , provided that the encroachment results in a <i>setback</i> of no less than 0.6m to any <i>lot line</i> .
			f) Chimneys or Vents	0.6m into any required <i>yard</i> , provided that a minimum <i>setback</i> of 0.6m is maintained to the <i>lot line</i>
			g) Eaves, Sills, Cornices, Parapets, or other similar Ornamental Architectural features	0.6m extending from: <i>iv) a main building wall;</i> <i>v) a bay, box or bow window; or</i> <i>vi) a covered or uncovered porch or balcony into a required yard, provided that:</i> <i>iii) a minimum setback of 0.6m is maintained to a lot line; and</i> <i>iv) in the case of eaves, a minimum setback of 0.2m is maintained to an interior side lot line</i>
			h) Steps or Stairs, Ramp, Barrier-free access feature and Deck in a private garage	0.5m into a required <i>parking space</i> .

2. Schedule "A", Zone Map 7 is amended for Part of Lot 19, Concession 1, EHS (Chinguacousy) described as Parts 1, 2, 3, 4, and 5 Plan 43R-32579 from Agricultural (A1) and Highway Commercial (CH) to Residential One Exception AAA (R1-AAA), Residential Townhouse Exception BBB (RT-BBB), and Open Space (OS) in accordance with Schedule "A" attached hereto.

Read three times and finally passed in open Council on this 00 day of MONTH, 2022.

Allan Thompson, Mayor

Laura Hall, Clerk

APPENDIX "A"

ZONING BY-LAW

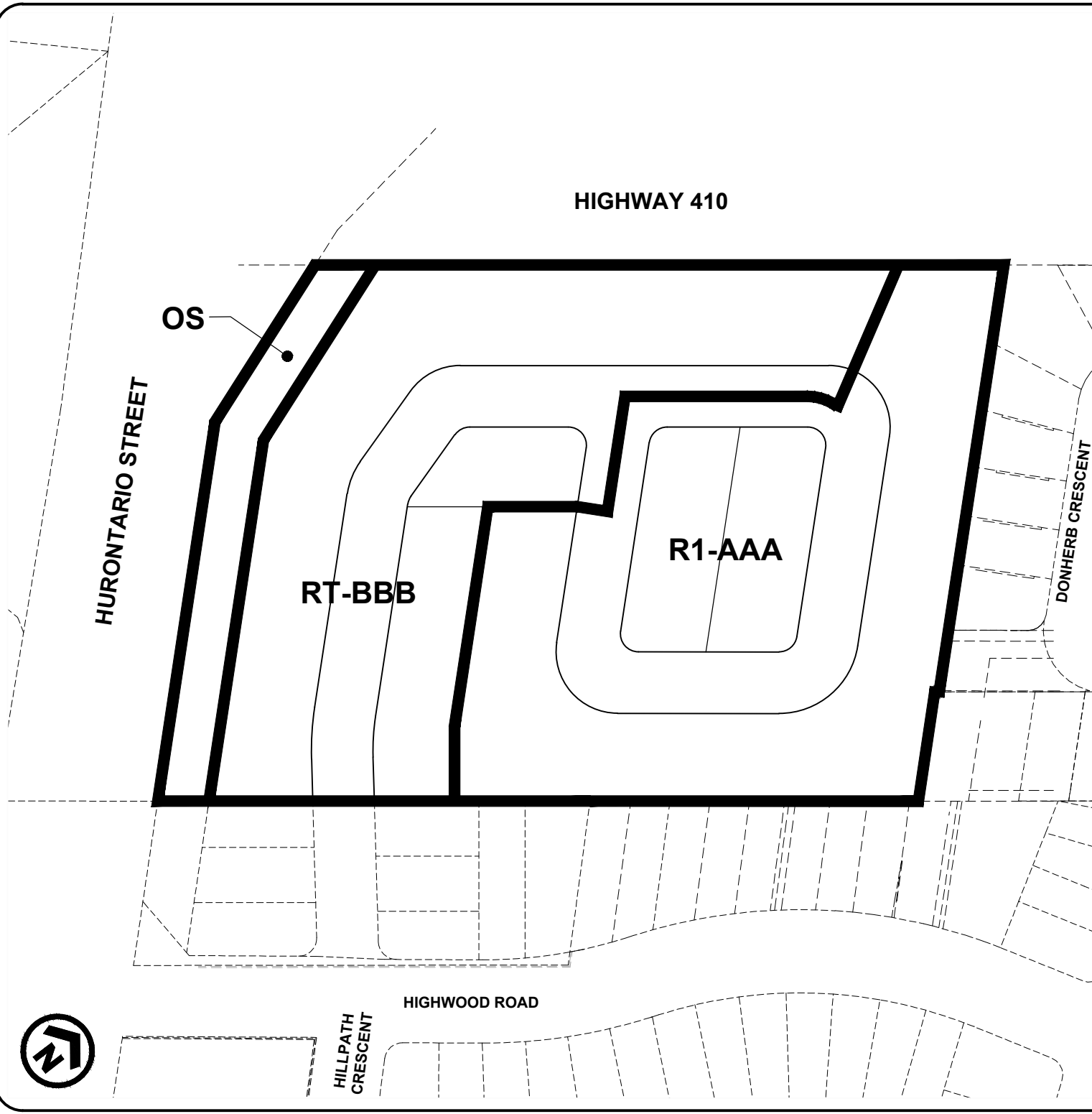
No. 2022-XX

PART OF LOT 19,
 CONCESSIONS 1,
 EAST OF HURONTARIO STREET
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
 TOWN OF CALEDON
 REGIONAL MUNICIPALITY OF PEEL

LEGEND

SUBJECT PROPERTY TO BE REZONED FROM
 AGRICULTURAL (A1) &
 HIGHWAY COMMERCIAL (CH) ZONE TO:

- RESIDENTIAL ONE SPECIAL (R1-AAA)
- TOWNHOUSES RESIDENTIAL SPECIAL (RT-BBB)
- OPEN SPACE (OS)



DRAWN BY: GSAI	FILE NO:
CHECKED BY:	DATE: APR. 11, 2022
SCALE: 1:1,500	REVISED:

PLANNING & DEVELOPMENT DEPARTMENT