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# PLANNING JUSTIFICATION REPORT

Commercial Development

12544 Highway 50  
Bolton, Ontario

**Town of Caledon File Nos. RZ 15-08 & SPA 15-67**

Prepared for: n Architecture Inc.

Prepared by: Martin Rendl Associates

**Revised September 2020**

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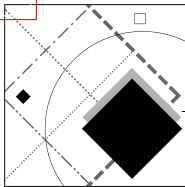
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TOWN OF CALEDON  
PLANNING  
RECEIVED  
Oct 01, 2020



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September 16, 2020

Nitin Malhotra  
n Architecture Inc.  
9120 Leslie Street  
Suite 208  
Richmond Hill, Ontario  
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Dear Mr. Malhotra

**Re: 12544 Highway 50  
Bolton Ontario  
Town of Caledon File Nos. RZ 15-08 & SPA 15-67**

I am pleased to provide you with this revised Planning Justification Report for submission to the Town of Caledon in support of the application to amend the Zoning By-law for the above referenced property.

Please advise municipal planning staff to contact me directly if they have any questions or require additional information.

Yours very truly,

**MARTIN RENDL ASSOCIATES**

Martin Rendl, MCIP, RPP

**1.0 Introduction**

This Planning Justification Report is provided in support of the application submitted by nArchitecture Inc., to the Town of Caledon to amend Zoning By-law 2006-50 for the property located at 12544 Highway 50 in Bolton (the “subject site”).

The proposed development for the subject site consists of a convenience store, business offices, motor vehicle gas bar, motor vehicle washing establishment and a motor vehicle body shop.

The current zoning permits a motor vehicle gas bar and business offices. The purpose of the application to amend Town of Caledon Zoning By-law 2006-50 to permit as additional uses on the subject site a convenience store, a motor vehicle washing establishment, and a motor vehicle body shop.

**2.0 Site Description and Context**

**2.1 Location and Site Description**

The subject site is located on the west side of Highway 50 in Bolton as shown in Figure 1.

The property is approximately 0.58 ha in area and rectangular in shape.

The property has a lot frontage on Highway 50 of approximately 38.75 metres. The property’s depth is approximately 150 metres.

The subject site is currently undeveloped and vacant.



**Figure 1: 12544 Highway 50, Bolton**

2.2 Surrounding Area

Figure 1 shows the subject site in the context of the surrounding area and nearby development.

Adjacent and nearby uses on Highway 50 consist primarily of commercial uses including retail stores, restaurants, motor vehicle sales and similar uses. Lands to the west are developed for industrial uses including outside storage.

3.0 Proposed Development

The site plan in Figure 2 shows the development of the site for a convenience store, business offices, motor vehicle gas bar, motor vehicle washing establishment, and a motor vehicle body shop.

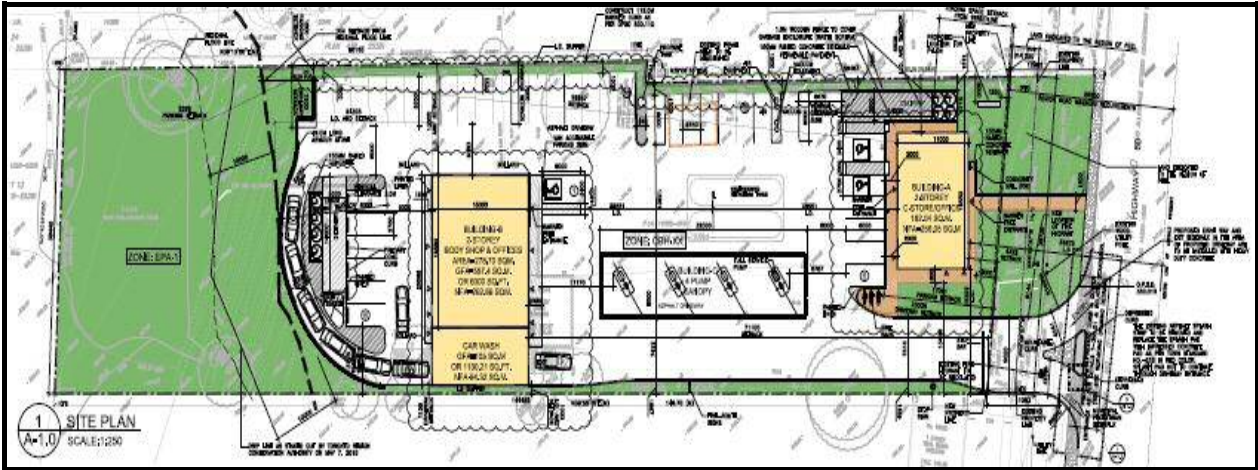


Figure 2: Site Plan

Vehicular access to the site will be from a single two way driveway on Highway 50 as shown in Figure 2 on the site plan.

Development on the site is limited to those portions of the property outside the area regulated by the Toronto and Region Conservation Authority.

The total floor area of the proposed development is approximately 1281.28 square metres as further detailed in Table 1.

<b>Table 1 12544 Highway 50 Development Statistics</b>	
	<b>Floor Area (GFA)</b>
<b>Convenience Store</b>	182.04 m <sup>2</sup>
<b>Business Offices Above Convenience Store</b>	182.04 m <sup>2</sup>
<b>Motor Vehicle Body Shop</b>	278.70 m <sup>2</sup>
<b>Business Offices Above Body Shop</b>	278.70 m <sup>2</sup>
<b>Motor Vehicle Washing Establishment</b>	105.00 m <sup>2</sup>
<b>Mechanical &amp; Service Area for Motor Vehicle Washing Establishment</b>	105.00 m <sup>2</sup>
<b>Motor Vehicle Gas Bar</b>	0.00 m <sup>2</sup>
<b>Total</b>	<b>1131.48 m<sup>2</sup></b>

**4.0 Planning Context and Analysis**

This section reviews the application to amend the Zoning By-law with respect to:

- Consistency with the 2020 Provincial Policy Statement;
- The policies of the 2019 Growth Plan for the Greater Golden Horseshoe;
- The policies of the Town of Caledon Official Plan;
- The policies of the Region of Peel Official Plan;
- Town of Caledon Zoning By-law 2006-50.

**4.1 Provincial Policy Statement 2020**

The 2020 Provincial Policy Statement (the “PPS”) came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development in the Province of Ontario. The PPS supports the provincial goal to enhance the quality of life for all Ontarians.

Subsection 3(5) of the *Planning Act* requires that municipal decisions on development proposals “shall be consistent with” the PPS which is issued under Subsection 3(1) of the *Planning Act*.

Section 4.1 of the PPS states that the PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after May 1, 2020. Accordingly, the PPS applies to the planning applications made for the subject site.

Section 1.0 of the PPS supports building strong healthy communities in Ontario. Its policies encourage efficient land use and development patterns in municipalities. Sustainability is supported by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

The proposed commercial development is consistent with Section 1.0 of the PPS, Building Strong Healthy Communities. Table 2 describes how the proposed development is consistent with the relevant policies of Section 1.0 of the PPS.

<b>TABLE 2</b>	
<b>PPS POLICY</b>	<b>HOW THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE PPS</b>
<p><b><u>Policy 1.1.1(a)</u></b>            Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.</p>	<p>The proposed development is located within a settlement area with existing public infrastructure.</p> <p>The proposed development therefore promotes efficient development and efficient land use patterns thereby sustaining the financial well-being of the Province of Ontario and the Town of Caledon over the long term.</p>
<p><b><u>Policy 1.1.1(b)</u></b>            Accommodating ... employment (including industrial and commercial) ... and other uses to meet long-term needs.</p>	<p>The proposed commercial uses contribute to meeting long-term commercial needs in the Town of Caledon.</p>
<p><b><u>Policy 1.1.1©</u></b>            Avoiding development and land use patterns which may cause environmental or public health and safety concerns.</p>	<p>The proposed commercial land use does not cause environmental, public health or safety concerns.</p> <p>The regional flood plain and a 10 m buffer are proposed to be zoned EPA-1 in recognition of the natural heritage features.</p>

<p><b><u>Policy 1.1.1(d)</u></b>          Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement area.</p>	<p>The proposed development is located within a settlement area.          The proposed development does not involve the expansion of the existing settlement area.          The proposed development does not conflict with the efficient expansion of the settlement area adjacent to or close to the settlement area.</p>
<p><b><u>Policy 1.1.1(e)</u></b>          Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.</p>	<p>The proposed development is a form of intensification on underutilized lands which contributes to cost-effective development patterns and minimizing land consumption and servicing costs.</p>
<p><b><u>Policy 1.1.1(g)</u></b>          Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.</p>	<p>There is adequate public infrastructure - roads, water and sanitary services - for the proposed development.</p>
<p><b><u>Policy 1.1.3.1</u></b>          Settlement areas shall be the focus of growth and development.</p>	<p>The proposed development contributes to growth in the Town of Caledon and is located in a settlement area.</p>



<p><b><u>Policy 1.1.3.2</u></b>          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 the unjustified and/or uneconomical expansion;</p> <p>Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification.</p>	<p>The proposed development is located in a settlement area and contributes to a mix of land uses in the Town of Caledon that efficiently use land and public infrastructure and services.          Because the proposed development is located within a settlement area, it avoids the need for unjustified or uneconomical expansion of the settlement area.</p> <p>The proposed development is within a settlement area and consists of a range of uses and intensification of underutilized lands.</p>
<p><b><u>Policy 1.3.1</u></b>          Planning authorities shall promote economic development and competitiveness by:          a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;          b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;          e) ensuring the necessary infrastructure is provided to support current and projected needs.</p>	<p>The proposed new commercial development is economic development because it creates jobs, taxes and commerce.</p> <p>The proposed development creates new employment thereby:</p> <ul style="list-style-type: none"> <li>• Contributing to a mix and range of employment uses to meet long-term needs;</li> <li>• Providing new contributions to a diversified economic base.</li> </ul> <p>The proposed development makes efficient use of existing infrastructure.</p>

Section 2.0 of the PPS supports the wise use and management of resources. The proposed commercial development is consistent with Section 2.0 of the PPS as described in Table 3.

<b>TABLE 3</b>	
<b>PPS POLICY</b>	<b>HOW THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE PPS</b>
<p><b><u>Policy 2.1.1</u></b>            Natural features and areas shall be protected for the long term.</p>	<p>The natural features and areas within the adjacent flood plain are protected for the long term by placing them in the EPA-1 Zone.</p>
<p><b><u>Policy 2.1.1</u></b>            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.</p>	<p>The proposed development maintains the biodiversity and connectivity of natural features in the area including surface water features in the adjacent flood plain by placing these lands in the EPA-1 Zone.</p>
<p><b><u>Policy 2.1.8</u></b>            Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>The proposed development does not propose any development or site alteration to adjacent lands in the flood plain with natural heritage features.            By placing these lands in the EPA-1 Zone, they are protected from development.</p>

<p><b><u>Policy 2.2.1</u></b>          Planning authorities shall protect, improve or restore the quality and quantity of water by:          e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;          f) implementing necessary restrictions on development and site alteration to:</p> <p>2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;          g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;          l) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.</p>	<p>The proposed development:</p> <ul style="list-style-type: none"> <li>• Maintains natural heritage features and areas and surface water features and their hydrologic function.</li> <li>• Implements restrictions on development and site alteration to protect surface water features and their hydrologic functions.</li> <li>• Follows practices for sustaining water quality.</li> <li>• Follows stormwater management practices that minimize stormwater volumes and contaminant loads.</li> </ul>
<p><b><u>Policy 2.2.2</u></b>          Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.</p>	<p>The proposed EPA-1 Zone restricts development and site alteration near a sensitive surface water feature and the floodplain thereby protecting its hydrologic functions.</p>

Section 3.0 of the PPS supports protecting public health and safety. The proposed commercial development is consistent with Section 3.0 of the PPS as described in Table 4.

<b>TABLE 4</b>	
<b>PPS POLICY</b>	<b>HOW THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE PPS</b>
<p><b><u>Policy 3.1.1</u></b>            Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:            b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards</p>	<p>The proposed development is located outside of lands subject to flooding hazards, i.e., the floodplain.</p>
<p><b><u>Policy 3.1.2</u></b>            Development and site alteration shall not be permitted within:            d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.</p>	<p>The proposed development and site alteration are outside the floodway and the land subject to flooding, i.e., the floodplain.            These areas are to be zoned EPA-1 to thereby prohibiting site alteration and development within the floodway.</p>

Based on the foregoing analysis, the application to amend the Zoning By-law to permit a range of commercial uses on the subject site is consistent with the 2020 Provincial Policy Statement.

**4.2 Growth Plan for the Greater Golden Horseshoe 2019**

The Town of Caledon is subject to the policies of the Growth Plan for the Greater Golden Horseshoe 2019 (the “Growth Plan”).

The Growth Plan is the Province of Ontario’s framework for managing growth in the region to 2041. It provides policy direction on growth management for municipalities within the Greater Golden Horseshoe. The Growth Plan works in conjunction with the Provincial Policy Statement.

The Places to Grow Act requires that a decision made by a municipal council under *the Planning Act* shall conform with the Growth Plan. This includes a decision by a municipal council to amend a Zoning By-law.

The proposed amendment to Zoning By-law 2006-50 conforms to the Growth Plan as described in Table 5.

<b>TABLE 5</b>	
<b>GROWTH PLAN POLICIES</b>	<b>HOW THE PROPOSED DEVELOPMENT CONFORMS</b>
<p><b><u>Policy 2.2.1.2(a)</u></b>            The vast majority of growth will be directed to settlement areas that:</p> <ul style="list-style-type: none"> <li>I. have a delineated built boundary;</li> <li>ii. have existing or planned municipal water and wastewater systems.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed development is located in a settlement area that has a delineated built boundary and existing municipal water and wastewater systems.</li> </ul>
<p><b><u>Policy 2.2.1.4(a)</u></b>            Applying the policies of this Plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities.</p>	<ul style="list-style-type: none"> <li>• The proposed development contributes to a diverse mix of land uses including commercial uses and services.</li> <li>• Such a mix of land uses support the achievement of a complete community.</li> <li>• The proposed development provides a diversity of land uses including stores and services that are conveniently located on Highway 50.</li> </ul>
<p><b><u>Policy 2.2.9.1</u></b>            Municipalities are encouraged to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses.</p>	<ul style="list-style-type: none"> <li>• The proposed development is located in the Region of Peel’s designated Rural System.</li> <li>• The proposed commercial uses serve the needs of residents and businesses of the Rural System.</li> </ul>
<p><b><u>Section 3.2.7</u></b>            Policies for Stormwater Management</p>	<ul style="list-style-type: none"> <li>• The proposed development manages stormwater in conformity with the stormwater management polices of Section 3.2.7 Stormwater Management of the Growth Plan.</li> </ul>

<p><b>Section 4.2.2</b>          Policies for Natural Heritage Systems</p>	<ul style="list-style-type: none"> <li>The proposed development conforms with the Growth Plan’s policies for Natural Heritage Systems by providing for the long term protection of key hydrologic features and areas such as the adjacent flood plain by adhering to the policies and regulations of the Toronto and Region Conservation Authority.</li> </ul>
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Based on the foregoing analysis, the proposed amendment to Zoning By-law 2006-50 does not conflict with and conforms with the 2019 Growth Plan for the Greater Golden Horseshoe.

**4.3 Region of Peel Official Plan**

The proposed amendment to Town of Caledon Zoning By-law conforms with the relevant land use designations and land use policies of the Region of Peel Official Plan as outlined in Table 6.

TABLE 6	
REGION OF PEEL OFFICIAL PLAN POLICY	HOW THE PROPOSED DEVELOPMENT CONFORMS
<p><b>Schedule D</b>  <b>Urban Structure in Peel Region</b></p>	<ul style="list-style-type: none"> <li>The subject site is located within Bolton, a designated Rural Service Centre on Schedule D.</li> </ul>
<p><b>Policy 5.4.3</b>          Rural Service Centres serve as the primary foci for growth within the Rural System.</p>	<ul style="list-style-type: none"> <li>The proposed development represents new growth located within an intended focus for growth within the Rural System.</li> </ul>
<p><b>Policy 5.4.3.1.4</b>          To provide within Rural Service Centres opportunities for a wide range of goods and services for those living and working in the Rural System.</p>	<ul style="list-style-type: none"> <li>The proposed commercial development contains commercial uses that provide a wide range of goods and services for those living and working in the Rural System.</li> </ul>

<p><b><u>Policy 5.4.3.2.1</u></b>          Rural Service Centres, as shown on Schedule D (are) locations for growth outside of Peel’s Urban System, providing a range and mix of residential, employment, commercial ... land uses ... to those living and working in the Rural System.</p>	<ul style="list-style-type: none"> <li>• Commercial uses are permitted in a Rural Service Centre.</li> <li>• The proposed commercial development represents new growth located outside of Peel’s Urban System.</li> <li>• The proposed commercial development adds to the mix of land uses for those living and working in the Rural System.</li> </ul>
<p><b>Schedule D4          Growth Plan Policy Areas in Peel Region</b></p>	<ul style="list-style-type: none"> <li>• The subject site is located within the Built-up Area designation of Bolton on Schedule D4.</li> </ul>
<p><b><u>Policy 5.5.1.1</u></b>          To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification.</p>	<ul style="list-style-type: none"> <li>• The proposed development represents growth and is located in a designated Built-up Area to which the Regional Official Plan directs growth.</li> <li>• The proposed development thereby optimizes the use of the Region’s existing land supply.</li> </ul>
<p><b><u>Policy 5.5.2.2</u></b>          Direct a significant portion of new growth to the built-up areas of the community through intensification.</p>	<ul style="list-style-type: none"> <li>• The proposed development represents growth and is located in a designated Built-up Area to which the Regional Official Plan directs growth.</li> <li>• The proposed development is an example of intensification as defined by the Regional Official Plan: “the development of a property or site at a higher density than currently exists.”</li> </ul>

<p><b><u>Policy 5.5.3</u></b>          In accordance with the Growth Plan, this Plan directs a significant portion of new growth to built-up areas, and promotes compact urban form, intensification and redevelopment. The forms of intensification include redevelopment, the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings.</p>	<ul style="list-style-type: none"> <li>• The proposed development is located in a built-up area designated by the Growth Plan and the Region of Peel Official Plan.</li> <li>• The proposed development is a form of intensification i.e., the development of an underutilized lot as well as infill development.</li> </ul>
<p><b><u>Policy 5.5.3.1.2</u></b>          To optimize the use of existing infrastructure and services.</p>	<ul style="list-style-type: none"> <li>• The proposed development optimizes the use of existing infrastructure and services in the Town of Caledon.</li> </ul>
<p><b><u>Policy 5.5.3.1.4</u></b>          To intensify development on underutilized lands.</p>	<ul style="list-style-type: none"> <li>• The proposal develops vacant underutilized lands which is one type of intensification.</li> </ul>
<p><b><u>Policy 5.5.3.1.8</u></b>          To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.</p>	<ul style="list-style-type: none"> <li>• The proposed development consists of a compatible mix of commercial uses that creates new employment on the subject site.</li> </ul>

Based on the foregoing analysis of the policies of the Region of Peel Official Plan, the commercial development proposed for the subject site conforms to the policies of the Region of Peel Official Plan.



**4.4 Town of Caledon Official Plan**

The proposed amendment to Town of Caledon Zoning By-law conforms with the relevant land use designations and land use policies of the Town of Caledon Official Plan as outlined in Table 7.

<b>TABLE 7</b>	
<b>TOWN OF CALEDON OFFICIAL PLAN POLICY</b>	<b>HOW THE PROPOSED DEVELOPMENT CONFORMS</b>
<b>Schedule 'C' Bolton Land Use Plan</b>	<ul style="list-style-type: none"> <li>The subject site is located in the Bolton Highway 50 Commercial Area designation on Schedule 'C'</li> </ul>
<p><b><u>Policy 5.4.3.1</u></b>            Commercial development within the Town will be focused primarily in the Rural Service Centres ... in order to concentrate commercial retail and service facilities within the Town; maximize the opportunities to provide a wider range of shopping facilities to the residents; and, promote the recapturing of commercial retail/service dollar outflows from the Town.</p>	<ul style="list-style-type: none"> <li>The proposed commercial development is located within the Bolton Rural Service Centre thereby concentrating commercial retail and service uses within the Town of Caledon.</li> <li>The proposed commercial development contributes to broadening the range of shopping facilities for residents and being located in the Town of Caledon, helps to promote the recapture of spending that outflows from the Town.</li> <li>This will help to promote the recapture of commercial retail/service dollar outflows from the Town of Caledon.</li> </ul>
<p>Policy 5.4.3.5 states that commercial uses on lands designated Commercial on Schedule 'C' will be identified in an implementing Zoning By-law.</p>	<p>Applications such as the current application to amend the Zoning By-law to provide for new commercial development in conformity with relevant Official Plan policies implement this policy of the Official Plan.</p>

<p><b><u>Policy 5.4.5.1</u></b>          Highway Commercial applies to those commercial areas within the Rural Service Centres ... that provide for a wide range of service opportunities for the traveling public. Such areas shall be located at key points along major highways/arterials for accessibility and visibility. Highway Commercial Uses shall include the following: tourist accommodation, automotive, recreation, restaurant, and other similar uses, and such uses shall be permitted subject to the general policies and general design policies in Section 5.4.3 and 5.4.9.</p>	<ul style="list-style-type: none"> <li>• The proposed commercial development provides a range of service opportunities for the traveling public in a Highway Commercial area.</li> <li>• The proposed commercial development is located along a major highway, Highway 50.</li> <li>• The proposed development includes automotive service uses.</li> <li>• A convenience store is a use that is similar to the permitted Highway Commercial uses and has similar customers. It complements the permitted Highway Commercial uses and also provides goods for the traveling public. A convenience store is therefore in conformity with the Bolton Highway 50 Commercial Area designation.</li> <li>• A motor vehicle washing establishment and a motor vehicle body shop are automotive service uses. Automotive uses are permitted Highway Commercial uses.</li> </ul>
<p><b><u>Section 5.4.3</u></b>          Policy 5.4.3 sets out a several locational policies for commercial development such as directing commercial development to locations in a Rural Service Centre.</p>	<ul style="list-style-type: none"> <li>• The proposed development satisfies is located in the Bolton Rural Service Centre.</li> </ul>

<p><b><u>Section 5.4.9</u></b>          Policy 5.4.9 sets out a number of General Design Policies.</p>	<p>The proposed development conforms to the design policies of Section 5.4.9 as follows:</p> <ul style="list-style-type: none"> <li>• The buildings in the proposed development include a variety of building forms and massing.</li> <li>• The development has one consolidated access and egress for the site.</li> <li>• Parking for the uses on the site is integrated.</li> <li>• Landscaping along Highway 50 promotes an attractive streetscape.</li> <li>• Adequate off-street parking and loading spaces are provided for the commercial uses.</li> </ul>
<p><b><u>Policy 5.4.5.2</u></b>          Highway Commercial Uses shall be permitted in the Bolton Highway 50 Commercial Area shown on Schedule C.</p>	<ul style="list-style-type: none"> <li>• The proposed commercial uses are located in the Bolton Highway 50 Commercial Area.</li> </ul>

Based on the foregoing analysis of the Caledon Official Plan, the proposed amendment to Zoning By-law 2006-50 conforms to the relevant policies of the Town of Caledon Official Plan.

**4.5 Town of Caledon Zoning By-law 2006-50**

The purpose of the amendment to Zoning By-law 2006-50 is to add as permitted uses a convenience store, a motor vehicle washing establishment and a motor vehicle body shop on the subject site which are currently zoned Bolton Highway Commercial (CHB).

Appendix A contains a draft zoning by-law amendment that implements the proposed development. It contains site specific development standards and incorporates comments made by the Town of Caledon planning staff on earlier draft zoning by-law amendments.

Table 8 compares the proposed development with the provisions of the current CHB zoning of the subject site. It identifies the required amendments to the Zoning By-law with respect to permitted uses and development standards.

<b>Table 8 Development Standards By-law 2006-50</b>		
	<b>Zoning By-law Requirement</b>	<b>Proposed</b>
<b>Uses</b>	Motor vehicle gas bar	Permitted CHB use
	Business office	Permitted CHB use
	Convenience store	Amendment to add use
	Motor vehicle washing establishment	Amendment to add use
	Motor vehicle body shop	Amendment to add use
<b>Lot Area (min.)</b>	460 m <sup>2</sup>	4358 m <sup>2</sup> (complies)
<b>Lot Frontage (min.)</b>	9.0 m	38.73 m's (complies)
<b>Building Area (max.)</b>	30%	12.98% (complies)
<b>Front Yard Setback (min.)</b>	18.0 m	4.3 m (Hwy 50 = east)
<b>Rear Yard Setback (min.)</b>	7.5 m	24.3 m (complies)
<b>Interior Side Yard Setback (min.)</b>	7.5 m	6.6 m north 1.0 m south
<b>Motor Vehicle Gas Bar Setback from Any Lot Line</b>	3.0 m	7.4 m (complies)
<b>Building Height (max.)</b>	10.5 m	10.79 m
<b>Landscaping Area (min.)</b>	20% of lot area	13%
<b>Planting Strip Widths</b>	6.0 m	0.0 m west 1.0 m south 1.5 m north
<b>Driveway Setback from Any Lot Line</b>	1.5 m	1.15 m south
<b>Parking Space Setback from Street Line</b>	6.0 m	17.06 m (complies)

<b>Parking Space Setback from Any Lot Line</b>	1.5 m	8.29 m west (complies) 8.12 m south (complies) 7.50 m north (complies)
<b>Parking Space Setback from Any Building (min.)</b>	2.0 m	2.0 m (complies)
<b>Loading Space Setback from Streetline (min.)</b>	20.0 m	11.5 m
<b>Entrance Width (max.)</b>	12.5 m	9.0 m (complies)
<b>Two Way Entrance Width (max.)</b>	9.0 m	9.0 m (complies)
<b>Queuing Lane Spaces (min.)</b>	10	6
<b>Queuing Lane Setback from EPA Zone (min.)</b>	---	0.0 m
<b>Planting Strip Width of a Queuing Lane Adjacent to an EPA Zone (min.)</b>	3.0 m	0.0 m
<b>Planting Strip Width on Both Sides of a Queuing Lane (min.)</b>	2.0 m	0.0 m

The application to amend Zoning By-law 2006-50 adds three uses to the current zoning of the subject site. They are: (1) convenience store, (2) motor vehicle washing establishment, and (3) motor vehicle body repair shop.

The subject site is designated Highway Commercial by the Town of Caledon Official Plan. Section 4.4 of this Report provides a detailed description of how the proposed uses conform with the policies of the Town of Caledon Official Plan.

The intent of the subject site Highway Commercial designation is to locate development that includes automotive uses and provides service opportunities for the traveling public along this section of Highway 50 in Bolton.

The additional commercial uses proposed for the subject site implement this policy intent of the Official Plan. These uses have been permitted on other sites zoned CHB such as the site zoned CHB-305 located on the north west corner of Industrial Road and Highway 50, across from the subject site.

The convenience store will provide a variety of items serving the needs of customers traveling on Highway 50 or stopping at the subject site as customers of the other automotive service uses located on the site.

The addition of the motor vehicle washing establishment and the motor vehicle body shop complement the other automotive use on the site such as the motor vehicle gas bar. These types of uses are frequently developed together on a site located in a high traffic corridor like Highway 50. They all serve the automotive service needs of the traveling public as intended by the Highway Commercial designation of the Town of Caledon Official Plan.

The proposed development is consistent with the highway commercial development character of nearby properties on Highway 50 which also contain a wide range of businesses involved in automotive sales, repairs and services. Several sites on Highway 50 in Bolton have had these types of automotive uses added through site specific amendments to the Zoning By-law as is proposed for the subject site.

The CHB zoning of the subject site permits industrial uses. A motor vehicle body shop is a permitted use in the MS Serviced Industrial zone and the MU Unserviced Industrial zone. Given that the subject site is serviced and industrial uses are permitted, the proposed motor vehicle body shop appears to meet the intent of the Town's planning instruments.

As summarized previously in Table 7, the proposed development complies with the development standards of Zoning By-law 2006-50 with the exception of:

- Front yard setback (after road widening): 4.3 m proposed, 18.0 m required;
- Side yard setback from interior lot line: 6.6 m setback proposed for west side yard setback, 1.0 m setback proposed for east side yard setback, 7.5 m required;
- Maximum building height: 10.79 m proposed, 10.5 m permitted maximum;
- Landscape area: 13% proposed, 20% required minimum;
- Planting strip widths: 1.5 m west, 1.0 m east, 0.0 m south, 6.0 m width required;
- Driveway setback from any lot line: 1.15 m east lot line, 1.5 m required;
- Loading space setback from a streetline: 11.5 m proposed, 20.0 m required;
- Minimum number of queuing spaces for a drive- through service facility: 6 spaces proposed, 10 spaces required;
- Queuing lane setback from an EPA Zone: 0.0 m proposed;

- Minimum planting strip width adjacent to a queuing lane adjacent to an EPA Zone: 0.0 m proposed, 3.0 m required.
- Minimum planting strip width along both sides of a queuing lane: 0.0 m proposed, 2.0 m required.

The reduced 4.3 m front yard setback allows for the convenience store building to be placed closer to the front lot line and the street, Highway 50. The reduced front yard setback creates a better definition for the street and sense of enclosure along Highway 50 by locating the two storey building close to the adjacent streetscape.

The 1.0 m side yard setback corresponds to the setback of the car wash building from the east lot line and contains a landscape strip between the car wash building and the lot line. This landscape strip is generally 1.5 m in width along the balance of the east lot line.

The planting strips along the east and west side lot lines are respectively 1.0 m and 1.5 m in width. Although no planting strip is provided along the south boundary of the proposed CHB zone, this area is adjacent to the proposed EPA-1 Zone which remains undeveloped and in a naturalized state.

The proposed 13% landscaping within the lands zoned CHB provides an appropriate amount of landscaping for the commercial uses in the context of the adjacent proposed EPA-1 zone.

The proposed development contains two buildings that are two storeys in height. The 10.79 m maximum building height accommodates the height of these buildings. The 10.79 m building height is marginally above the 10.5 m maximum height of the Zoning By-law. This additional 0.29 m of height does not create any issues related to impact on adjacent properties

The draft zoning by-law amendment in Appendix A contains development standards that correspond to these site specific development standards.

Thirty six parking spaces are provided on the subject. This complies with the parking requirements of Zoning By-law 2006-50 as outlined in Table 9.

<b>Table 9: Parking Calculations</b>				
	<b>Net Floor Area</b>	<b>Parking Requirement</b>	<b>Parking Spaces Required</b>	<b>Parking Spaces Provided</b>
<b>Convenience Store</b>	120.46 m <sup>2</sup>	1 space/20 m <sup>2</sup>	6.02	8
<b>Business Offices Above Convenience Store</b>	135.59 m <sup>2</sup>	1 space/30 m <sup>2</sup>	4.51	6
<b>Motor Vehicle Body Shop</b>	42.04 m <sup>2</sup>	3 cars/bay + 1 space/20 m <sup>2</sup>	8.10	9
<b>Offices Above Motor Vehicle Body Shop</b>	220.82 m <sup>2</sup>	1 space/30 m <sup>2</sup>	7.36	8
<b>Motor Vehicle Washing Establishment</b>	94.32 m <sup>2</sup>	1 space/20 m <sup>2</sup>	4.71	5
<b>Motor Vehicle Gas Bar</b>	0.0 m <sup>2</sup>	NA	0.00	0
<b>Total</b>			30.70	36

**4.6 Toronto and Region Conservation Authority**

The regional flood line runs through the western portion of the subject site. This area is within the Regulated Area of the Toronto and Region Conservation Authority (TRCA) and is subject to its requirements.

The proposed development maintains a 10 m buffer from the TRCA Regulatory Area and the regional flood line.

As requested by the Region of Peel, the Town of Caledon and the TRCA, this area at the rear of the subject site is proposed to be zoned EPA-1.



**5.0 Planning Conclusions**

An application to amend Town of Caledon Zoning By-law 2006-50 has been submitted to the Town of Caledon to permit a commercial development on the lands known municipally as 12544 Highway 50 in Bolton.

The proposed amendment adds a convenience store, motor vehicle washing establishment, and motor vehicle body shop as permitted CHB uses on the subject site. Site specific development standards will govern the development.

The application to amend the Zoning By-law is consistent with the 2020 Provincial Policy Statement and conforms to the 2019 Growth Plan for the Greater Golden Horseshoe. The proposed amendment to the Zoning By-law conforms to the Region of Peel Official Plan and the Town of Caledon Official Plan.

The requirements of the Toronto and Region Conservation Authority with respect to development adjacent to a regulated area are satisfied. These lands will be protected from development by zoning them EPA-1.

In conclusion, the proposed development is appropriate for the subject site and compatible with its current and planned context. The application warrants support from the Town of Caledon.



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Martin Rendl, MCIP, RPP

TOWN OF CALEDON  
PLANNING  
RECEIVED  
Oct 01, 2020

# Appendix A: Draft Zoning By-law Amendment

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

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part Lot 3, Concession 6 (Albion), being Parts 1 and 2 on Plan 43R-3784, except RO947240, being Parts 1 and 2; Town of Caledon; Regional Municipality of Peel municipally known as 12544 Highway 50

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

**AND WHEREAS** the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part Lot 3, Concession 6 (Albion), being Parts 1 and 2 on Plan 43R-3784, except RO947240, being Parts 1 and 2; Town of Caledon; Regional Municipality of Peel, for commercial 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:

- The following is added to Table 13.1:

<b>Zone Prefix</b>	<b>Exception Number</b>	<b>Permitted Uses</b>	<b>Special Standards</b>
CHB	XX  (# to be provided by Planning Staff)  (By-law 20XX-XX)	<i>Animal Hospital</i> <i>Business Office</i> <b>Convenience Store</b> <i>Drive-Through Service Facility (13)</i> <i>Factory Outlet</i> <i>Farmer's Market</i> <i>Fitness Centre</i> <i>Hotel</i> <i>Industrial Use</i> <i>Merchandise Service Shop</i> <i>Motel</i> <b>Motor Vehicle Body Shop</b> <i>Motor Vehicle Gas Bar</i> <i>Motor Vehicle Rental Establishment</i> <i>Motor Vehicle Repair Facility</i> <i>Motor Vehicle Sales Establishment</i>	<b>Yard, Front (min)</b> 4.3m  <b>Yard, Interior Side (min)</b> From the south lot line: 1.0m From the north lot line: 6.6m  <b>Building Height (max)</b> 10.79m  <b>Planting Strip Widths (min)</b> Along south lot line 1.0m Along west lot line 0.0m Along north lot line 1.5m  <b>Landscaping Area (min)</b> 13.0%  <b>Planting Strip Width Along a Queuing Lane (min)</b> 0.0m  <b>Planting Strip Width Along a Drive-Through Service Facility Adjacent to an EPA zone (min)</b> 0.0m

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<i>Motor Vehicle Service Centre</i> <i>Motor Vehicle Used Sales Establishment</i> <b>Motor Vehicle Washing Establishment</b> <i>Open Storage Area, Accessory</i> <i>Outside Display or Sales Area, Accessory</i> <i>Parking Lot, Commercial</i> <i>Place of Assembly</i> <i>Place of Entertainment</i> <i>Private Club</i> <i>Restaurant</i> <i>Retail Store, Accessory</i> <i>Warehouse</i>	<b>Driveway Setback (min)</b> From south lot line 1.15m  <b>Loading Space Setback from a Streetline (min)</b> 11.5m  <b>Queuing Lane Spaces For Motor Vehicle Washing Establishment (min)</b> 6 spaces  <b>Queuing Lane Setback from EPA Zone (min)</b> 0.0m  <b>Parking Spaces (min)</b> <b>Convenience Store:</b> 1 space per 20 m <sup>2</sup>

- Schedule "A", Zone Map 1a of By-law 2006-50, as amended is further amended for Part Lot 3, Concession 6 (Albion), being Parts 1 and 2 on Plan 43R-3784, except RO947240, being Parts 1 and 2; Town of Caledon; Regional Municipality of Peel, from Bolton Highway Commercial (CHB) Zone to Bolton Highway Commercial Exception -XX (CHB-XX) Zone and EPA-1 Zone in accordance with Schedule "A" attached hereto.

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

\_\_\_\_\_  
 Allan Thompson, Mayor

\_\_\_\_\_  
 ....., Clerk

**Schedule A  
By-law 20xx-xxx**

**12544 Highway 50  
Part Lot 3, Concession 6 (Albion),  
being Parts 1 and 2 on Plan 43R-3784,  
except RO947240, being Parts 1 and 2**

