

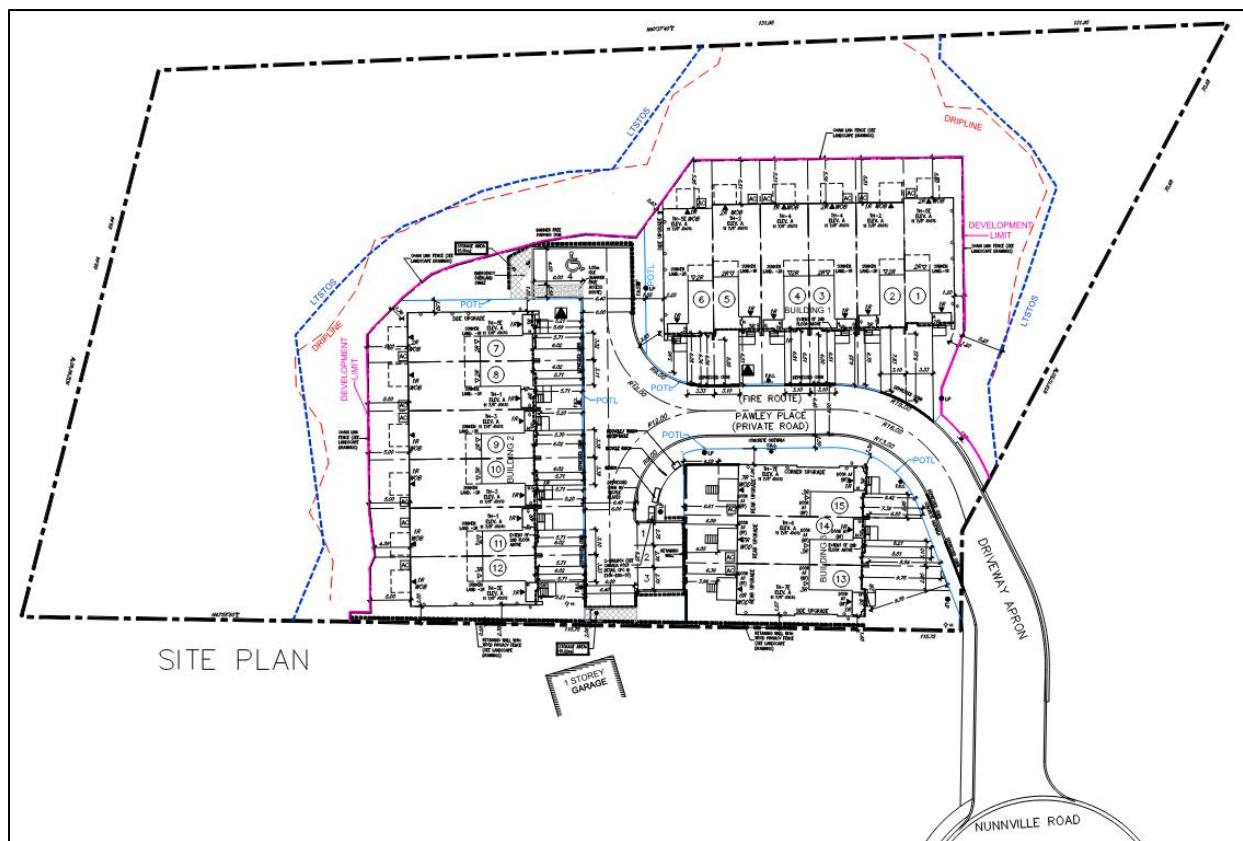
TOWN OF CALEDON  
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BOLTON SUMMIT DEVELOPMENTS INC.

PLANNING JUSTIFICATION REPORT  
13290 NUNNVILLE ROAD, CALEDON

MARCH 22, 2023





# PLANNING JUSTIFICATION REPORT

13290 NUNNVILLE ROAD,  
CALEDON

BOLTON SUMMIT DEVELOPMENTS INC.

REVISION 1

PROJECT NO.: 211-09988-01  
DATE: MARCH 22, 2023

WSP  
100 COMMERCE VALLEY DRIVE WEST  
THORNHILL, ONTARIO

WSP.COM



March 22, 2023

Planning and Development Services  
Town of Caledon  
6311 Old Church Road  
Caledon, Ontario  
L7C 1J6

**Subject: 13290 Nunnville Road - Official Plan Amendment (POPA 2022-0003), Zoning By-law Amendment (RZ 2022-0004), Draft Plan of Subdivision (21T-22003C) and Draft Plan of Condominium (21CDM-22003C) Applications – Planning Justification Report**

To Whom It May Concern,

WSP Canada Inc. (“WSP”) has been retained to prepare the Planning Justification Report for Bolton Summit Developments Inc. (“the Client”), in support of applications for an Official Plan Amendment (POPA 2022-0003), Zoning By-law Amendment (RZ 2022-0004), Draft Plan of Subdivision (21T-22003C) and Draft Plan of Condominium (21CDM-22003C) to permit the development of the lands municipally known as 13290 Nunnville Road (herein referred to as the “subject site”) in the Town of Caledon.

The applications are to permit the development of 15, 3-storey (including basement) townhouse dwelling units within three development blocks on an internal private roadway. The proposed development has been identified as a medium density residential development with a total density of 40 units per net hectare.

The following Planning Justification Report will outline the nature of the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Bolton South Hill Secondary Plan and Zoning By-law 2006-50.

We are looking forward to working with staff to expedite the above-noted applications. Please contact the undersigned at 289-982-4013 or Michaela Abatecola at 289-982-4347, should you have any questions regarding these comments or related matters.

Yours sincerely,

Chad B. John Baptiste, MCIP, RPP  
Director, Planning – Ontario  
Planning, Landscape Architecture, and Urban Design

CBJB/cbjb  
Encl.  
cc: Bolton Summit Developments Inc.  
WSP ref.: 211-09988-01

# REVISION HISTORY

## FIRST ISSUE

April 26, 2022				
Prepared by	Reviewed by	Approved By		
Nadia Dowhaniuk	Michaela Abatecola, MCIP, RPP	Chad B. John-Baptiste, MCIP, RPP		
REVISION 1				
March 22, 2023				
Prepared by	Reviewed by	Approved By		
Diana Tse	Michaela Abatecola, MCIP, RPP	Chad B. John-Baptiste, MCIP, RPP		
REVISION 2				
Prepared by	Reviewed by	Approved By		

---

# SIGNATURES

## PREPARED BY



March 22, 2023

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Diana Tse  
Planner

---

Date



March 22, 2023

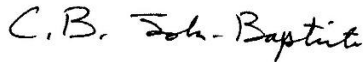
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Michaela Abatecola, MCIP, RPP  
Senior Planner

---

Date

## APPROVED<sup>1</sup> BY



March 22, 2023

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Chad B. John-Baptiste, MCIP, RPP  
Director, Planning – Ontario

---

Date

WSP Canada Inc. prepared this report solely for the use of the intended recipient, Bolton Summit Developments Inc., in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP Canada Inc. at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP Canada Inc. does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

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# CONTRIBUTORS

## CLIENT

Reviewed by Bolton Summit Developments Inc.

## WSP

Prepared by Nadia Dowhaniuk & Diana Tse

Reviewed by Michaela Abatecola, MCIP, RPP

Approved by Chad B. John-Baptiste, MCIP, RPP



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**B** DRAFT ZONING BY-LAW AMENDMENT (ZBLA)

**C** DRAFT PLAN OF SUBDIVISION

**D** DRAFT PLAN OF CONDOMINIUM

# 1 INTRODUCTION

WSP Canada Inc. (“WSP”) has been retained by Bolton Summit Developments Inc. (herein referred to as “the Client”) to assist in obtaining the necessary planning approvals to allow for the development of the site municipally addressed as 13290 Nunnville Road in the Town of Caledon (herein referred to as ‘the subject site’). The Client is proposing to develop the subject site to accommodate 15 townhouse dwelling units.

The purpose of this Planning Justification Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Bolton South Hill Secondary Plan and Zoning By-law 2006-50.

The following report will demonstrate that the proposed development represents good planning, and accordingly it is our opinion that the Official Plan Amendment and Zoning By-law Amendment are appropriate and desirable, and should be approved.

The report is organized as follows:

**Section 2** provides a description of the subject site and surrounding context;

**Section 3** provides a detailed description of the proposed development and the required planning approvals;

**Section 4** provides the details outlined in the technical studies conducted;

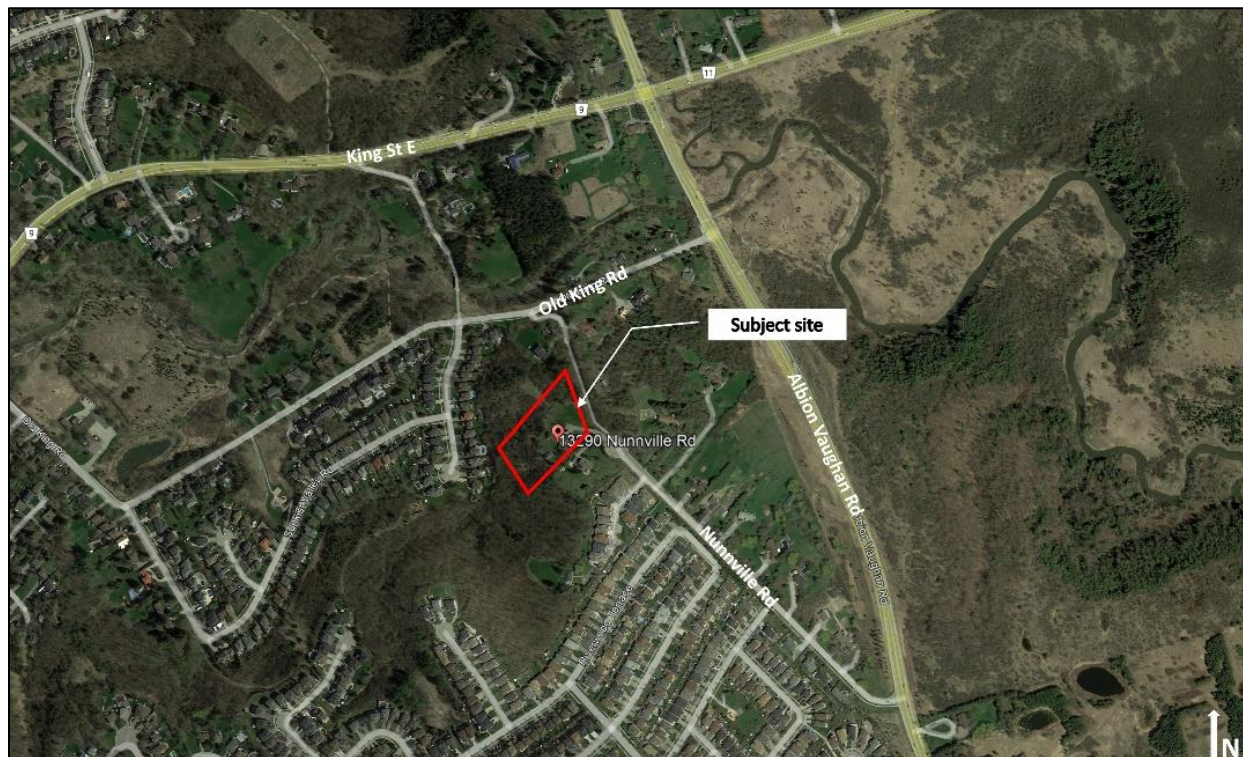
**Section 5** outlines the planning framework applicable to the subject site and a planning rationale for the proposed development; and,

**Section 6** provides final conclusions.

# 2 SITE AND SURROUNDING CONTEXT

## 2.1 SITE DESCRIPTION

The subject site has a total area of approximately 0.86 ha (2.12 ac) and is situated at the end of the cul-de-sac on Nunnville Road, as shown in **Figure 1**. The subject site is located within the Bolton Settlement Area in the Town of Caledon. The Bolton Settlement Area is designated as a “Rural Service Centre” in the Region of Peel Official Plan and the subject site is designated “Low Density Residential” and “Environmental Policy Area” in the Town of Caledon Official Plan. The subject site is zoned “Residential One – Exception 56 (R1-56)” and “Environmental Policy Area One (EPA1)” in the Town of Caledon Zoning By-law.



**Figure 1: Aerial View of the Subject Site (Source: Google Earth, 2021)**

The subject site has direct access and frontage onto a private, municipally owned, driveway apron which connects to Nunnville Road. The subject site consists of a 1-storey, single-detached dwelling, a detached shed, and a gazebo. The remainder of the subject site is comprised of woodlands and open space. The northern and western perimeter of the subject site is located within the Toronto and Region Conservation Authority (TRCA) Regulated Area. The subject site is elevated and sits on top of a slope. The ground surface along the north boundary of the subject site descends towards Old King Road, which is densely vegetated.

The woodlands that exist on the subject site and surrounding adjacent areas are designated provincially significant as per the provincial Make a Map tool. However, the Environmental Impact Study (EIS) that was completed for the subject site, as discussed further in **Section 4.1** of this report, concluded that these woodlands are primarily dominated by invasive/non-native species and as such, do not generally meet the criteria of provincially significant woodlands set out by the Provincial Policy Statement, 2020.

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## 2.2 SURROUNDING CONTEXT

The subject site is surrounded by low density residential development and woodlands. The surrounding uses are described as follows:

- North: Immediately north of the subject site are woodlands, valley lands and a single-detached dwelling. Old King Road is further north of the subject site.
- East: Immediately east of the subject site is Nunnville Road which terminates at the cul-de-sac and converts from a roadway to a pedestrian trail. East of Nunnville Road are single-detached dwellings and new subdivision comprised of 29 single-detached dwellings. Albion Vaughan Road is further east of the planned subdivision.
- South: Immediately south of the subject site is a 2-storey single-detached dwelling with an attached 1-storey attached garage which is adjacent to the site (13286 Nunnville Road). South of 13286 Nunnville Road is Bateman Lane where there is a residential condominium development consisting of single-detached residential bungalow dwellings and lofts. Further south is a residential neighbourhood consisting of single-detached dwellings.
- West: Immediately west of the subject site are woodlands and valley lands. Beyond the natural heritage features are single-detached dwellings forming around the cul-de-sac on Deerhollow Court.

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### 2.2.1 TRANSPORTATION

The subject site is served by a network of existing roads. Nunnville Road is a north-south collector road with a two-lane cross-section and a sidewalk on the west side. Nunnville Road extends to Old King Road in the north-south direction by pedestrian trail and intersects with Albion-Vaughan Road by way of a three-way stop-controlled intersection.

Old King Road is an east-west arterial road with a two-lane cross-section and includes a sidewalk.

Nunnville Road is only accessible from Albion Vaughan Road to the south, which is a north-south arterial road with a lane to turn right and left onto Nunnville Road. The TMP outlines road network improvements by the year 2031, which includes the widening of Albion Vaughan Road between Mayfield Road and King Street from 2 lanes to 4 lanes.

Transit service is limited in the Town of Caledon and does not exist in proximity to the subject site. Transit service in the Town mainly exists along Highway 50, with the closest municipal bus stop located at Highway 50 and Allan Drive, approximately 1.8 kilometres from the subject site, representing a 20-minute walk. The Town is currently undertaking a Transit Implementation Strategy which will further investigate and document the plan for future public transit in the Town. The Region of Peel Official Plan notes a proposed location for the future GO Rail Station in the Town of Caledon, which is approximately 7 kilometres from the subject site, representing a 9-minute drive, as shown in **Figure 2**. The nearest major GO bus stop is located 1.8 kilometres from the subject site at the intersection of Highway 50 and Allan Drive.

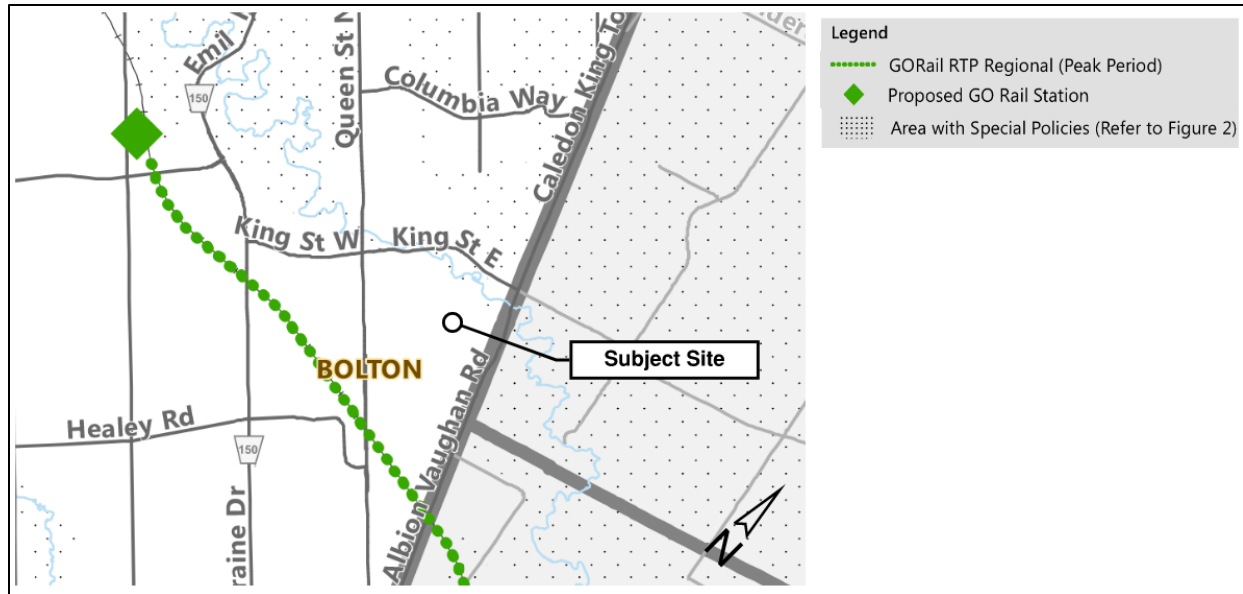


Figure 2: Excerpt from Schedule G – Rapid Transit Corridors (ROP, September 2021)

## 2.2.2 COMMUNITY AMENITIES AND SERVICES

The summary below provides a list of community facilities, services, and recreation opportunities/centres in close proximity to the subject site. The nearest existing public schools by driving include:

- Allan Drive Middle Public School – 2.2 kilometres southwest
- Holy Family Elementary School – 2.7 kilometres northwest
- Ellwood Memorial Public School – 3.2 kilometres southwest
- Humberview Secondary School – 3.9 kilometres northwest
- St. Michael Secondary School – 6.3 kilometres northwest

The nearest existing neighbourhood parks include:

- Hubert Corless Park is a neighbourhood park within 550 m or 7-minute walk from the subject site
- Russel & Joan Robertson Park is a neighbourhood park within 700 m or 9-minute walk from the subject site
- Fountainbridge Community Park is a community park within 1.5 kilometres or 20-minute walk from the subject site

The nearest community centre is the Albion Bolton Community Centre which is located 3.6 kilometres west of the subject site. It provides a variety of amenities, including an arena, auditorium/banquet hall, rentable meeting rooms, a program room, a local library branch, and family resources. One of the nearest neighbourhood commercial plazas is Bolton Square which is located 2.4 kilometres west of the subject site along Highway 50. It provides a variety of commercial facilities including grocery stores, banks, and medical offices.

In summary, the subject site is located within a low-density residential area with access to required facilities, services, and recreational opportunities that contribute to a complete community. As such, the subject site is ideally situated for intensification and located within an area that can accommodate additional residents.



# 3 DEVELOPMENT PROPOSAL

## 3.1 PROPOSED DEVELOPMENT

The proposed development includes a total of 15, 3-storey (including basement) townhouse dwelling units within three blocks on an internal private roadway, as shown in **Figure 3**. The existing dwelling and other structures on the subject site will be demolished to accommodate the development. The townhouse units will each be a freehold parcel of land which are tied to a common elements condominium. The common elements will include the visitor parking area, private roadway, and sidewalk internal to the site.

Out of the total area of the subject site (0.86 ha), residential units will occupy a total of 0.14 ha, the landscaped area will occupy 0.12 ha, the natural area, which includes the buffer and woodlot, will occupy 0.48 ha, and the paved area will occupy 0.12 ha. The proposed development will have a density of 40 units per net hectare based on a developable area of 0.38 ha.

Lot areas for the units range from approximately 155 to 260 m<sup>2</sup>, with frontages of approximately 5.9 to 9 m. Each unit will have a minimum 25 m<sup>2</sup> of backyard amenity space, which excludes the additional deck area for the walk-out basements proposed in Buildings 1 and 2. Units located in the northwest area (i.e., Buildings 1 and 2) of the proposed development will also back onto the natural heritage woodlot.

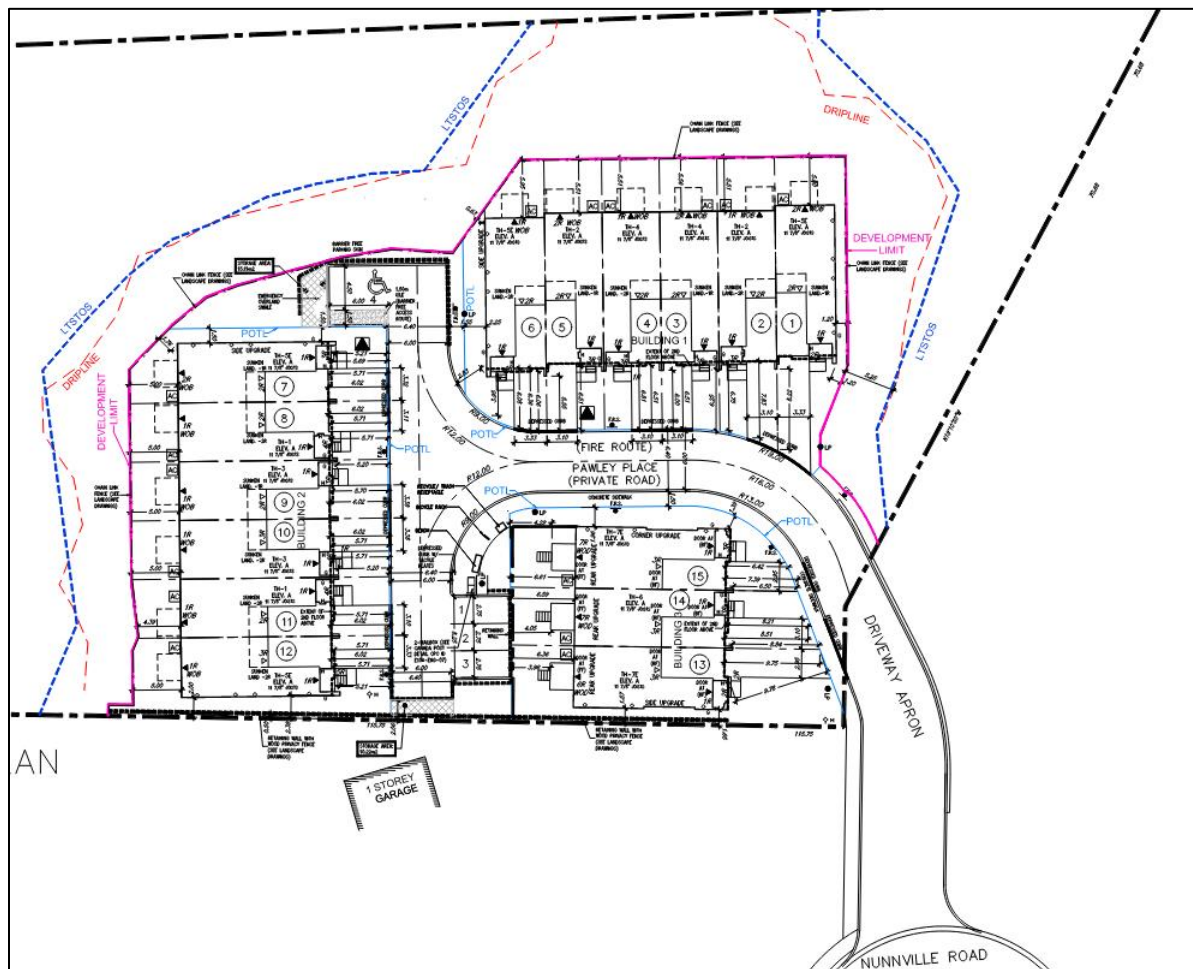


Figure 3: Proposed Site Plan (Prepared by VA3 Design, dated March 2023)

## Proposed Site Layout and Infrastructure

Vehicular access to the subject site will be through a proposed internal private roadway off an existing private driveway apron from Nunnville Road. This access will require the widening of the private driveway apron. The width of the internal private roadway will be 6.0 m, consistent with Town standards. The roadway will be T-shaped to allow for larger vehicles to maneuver within the site. The design and layout of the roadway will provide a street frontage for all 15 townhouse dwelling units and will accommodate parking on-site. Parking on-site is provided in the form of four (4) visitor parking spaces, including one (1) accessible parking space, and each unit will be provided two (2) parking spaces.

As illustrated by the civil and transportation engineering supporting work, the proposed site access will be sufficient to serve the proposed development. In addition, the EIS report supports the proposed driveway widening and includes recommended construction measures to ensure minimal impact to the surrounding landscape. The geotechnical work prepared by Soil Engineers Ltd., as discussed in **Section 4.3**, supports the proposed encroachment of the driveway into the long-term stable top-of-slope (LTSTOS) buffer.

An internal 1.5 m wide sidewalk will be provided on the south side of the roadway. Street trees and street lighting will be provided in accordance with the Town of Caledon standards to protect pedestrians from the elements and provide visibility at night for casual surveillance.

The proposed development will be serviced by existing and planned infrastructure, as further discussed in **Section 4.2** of this report. A watermain is proposed that will connect to an extension of the existing watermain on Nunnville Road. Sanitary servicing for the proposed development will connect to a future sanitary sewer located on Nunnville Road. Stormwater runoff will flow both uncontrolled to the TRCA regulated lands outlet and flow controlled to an existing storm sewer system located on Nunnville Road. The existing 150mm diameter watermain on Nunnville Road will be upgraded to a 200mm diameter watermain to ensure that there will be sufficient fire flow protection for the proposed development.

## Proposed LTSTOS and Dripline Buffers

As demonstrated on **Figure 3**, a 6.0 m buffer from the LTSTOS will be established which is consistent with the setback recommended by the Ontario Ministry of Natural Resources (OMNR) guidelines. The entire development satisfies the 6.0 m LTSTOS buffer requirement except at the entry of the development site, where the buffer is only 1.95 m. However, per discussions with the TRCA, they are considering this approach pending appropriate technical justification. The proposed 6.0 m buffer, and slight encroachment is adequate, as discussed in **Section 4.3** of this report, thereby protecting the slope from potential conditions which could have an adverse effect on the existing natural conditions of the slope.

As demonstrated in the EIS, the proposed development provides an 8.8 m average dripline buffer to the existing woodlands. An average buffer approach is proposed, as the backyard amenity area of Units 6 to 12 encroach into the required 10 m dripline buffer. The approximate area of the encroachment is 227 m<sup>2</sup>. To compensate for the encroachment into the required dripline buffer, an additional 259 m<sup>2</sup> of buffer is proposed north of Units 2 to 5 of Building 1. The EIS states that the impact of the encroachment into the buffer is expected to be minimal due to the species composition of the woodland, which is comprised predominantly of invasive/non-native species, and most of the encroachments will occur within the rear yards of the units. As per discussions with the TRCA, they are considering this reduced, average buffer approach, provided that ecological enhancements are proposed to make up for the net buffer reduction. Ecological enhancements have been recommended in the EIS to provide for an overall net gain to the area. As such, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, and the overall natural heritage system of the Town of Caledon.



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## 3.2 REQUIRED APPROVALS

It was identified by the Town of Caledon in a Pre-Consultation (DART) meeting (PRE 2021-0162) that an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Approval will be required to implement the proposed development.

Within the Bolton South Hill Secondary Plan, in the Town of Caledon Official Plan, the subject site is designated “Low Density Residential”. An OPA is required to re-designate the subject site “Medium Density Residential” to permit the proposed density. The “Low Density” Residential designation allows a maximum density of 16 units per net hectare, in which the subject site exceeds by proposing 40 units per net hectare. The OPA also proposes to expand the area of the subject site currently designated “Environmental Policy Area” to reflect the revised buffer area being provided per direction in the EIS. The OPA can be found in **Appendix A**.

An amendment to the Town of Caledon Zoning By-Law No. 2006-50 is required to apply an appropriate zoning classification consistent with the vision and policies of the Bolton South Hill Secondary Plan and to address site-specific standards. The ZBLA can be found in Appendix B and seeks to: (1) rezone the subject site from “Residential One – Exception 56 (R1-56)” to “Residential Townhouse – Exception XX (RT-XX)” and; (2) expand the area of the subject site currently zoned “Environmental Policy Area One (EPA1)” to reflect the revised buffer being provided per direction in the EIS. The ZBLA can be found in **Appendix B**.

A Draft Plan of Subdivision is required to establish a medium density residential block and environmental blocks. The Draft Plan of Subdivision can be found in **Appendix C**. As the development is proposed to be common element condominium, a Draft Plan of Condominium is required to establish the common elements of the proposed development. The Draft Plan of Condominium can be found in **Appendix D**. An application for Site Plan Approval is required as the proposed development consists of townhouse dwelling units. The Pre-Consultation (PARC) meeting (PRE 2023-0005) for the site plan application was held on February 16, 2023. This application will be submitted at a later time in the planning approvals process.

# 4 SUPPORTING STUDIES

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## 4.1 ENVIRONMENTAL IMPACT STUDY

GeoProcess Research Associates Inc. (GRA) was retained to complete a Environmental Impact Statement (EIS), dated March 22, 2023, to establish the significance and functions of the natural heritage, assess the potential impacts of the proposed development on natural heritage features, and provide mitigation measures to avoid and minimize impacts.

Conclusions and recommendations of the EIS are as follows:

- Natural heritage systems associated with the subject site include provincially designated woodland on and adjacent to the subject site and Environmental Policy Area (EPA) that overlaps the site and surrounding adjacent lands. The subject site also contains TRCA Regulated Areas and Crest of Slope.
- The identified woodland does not generally meet the criteria of woodland set out by the PPS. Ecological Land Classification will be completed in the appropriate seasons to further define this feature; however, the feature appears to meet the criteria more so of a Buckthorn Deciduous Shrub Thicket Type (THDM2-6). Due to the invasive nature of this species, ecological function and environmental benefits are limited.
- The subject site contains mature trees that have the potential to host Species at Risk (SAR) bats. A leaf-off snag survey determined one suitable tree for roosting bats on the subject site. Buildings/structures on the site may also support SAR roosting bats. If suitable maternity roosting habitat is determined, structures should be removed outside of the roosting bat window to minimize potential impacts to SAR bats. Additionally, the restoration plan includes artificial bat habitat to offset the removal of the single landscape tree. No candidate or confirmed Significant Wildlife Habitat (SWH) was found in the categories of specialized habitat for wildlife, habitat for species of conservation concern (SCC), rare vegetation communities or animal movement corridors.
- Construction activity that includes grading, servicing, and development can cause short-term direct impacts to surrounding habitats and possible local and migrating wildlife. GRA has recommended construction measures to ensure minimal impact to the surrounding landscape, therefore no residual effects are expected.
- The removal existing landscaped trees will likely have an impact on breeding bird habitat. Mitigation measures proposed include: avoid clearing vegetation during breeding bird season; conducting tree removal outside of maternal bat roosting windows; and planting native vegetation within the offset areas and in the streetscape. By implementing the proposed offsetting measures, impacts are expected to be minimal
- The proposed development has been revised to incorporate an average 8.8 m buffer approach. As per discussions with the TRCA, they are considering this reduced, average buffer approach, provided that ecological enhancements are proposed to make up for the net buffer reduction. To offset the buffer that could not be achieved, ecological enhancements are recommended to provide an overall net gain to the area.
- It is expected that the proposed encroachments into the dripline buffer will have minimal impacts to the natural heritage systems associated with the subject site due to the species composition of the woodland/thicket, which is dominant in invasive/non-native trees and shrubs, and as most encroachments will occur within backyards in the proposed Site Plan. The subject site currently has a manicured lawn encroaching into the buffer, and therefore changes to the landscape will be minimal.
- The removal of 8 landscape trees is proposed to accommodate the widening of Nunnville Road. As the trees proposed to be removed are primarily small non-native/hybrid species, with the implementation of the appropriate offsetting measures the impact of the tree removal is likely minimal.
- Indirect impacts are expected to be minor as there are minimal proposed changes to road networks (road widening and increase road density or alignments), and a small change to population densities. Indirect impacts include an increase in population density near the EPA and woodland, which could result in pet and wildlife interactions and informal trail use. Impacts are expected to be minimal as the woodland/thicket

within the EPA is comprised dominantly of invasive plant species. Large cumulative impacts are not anticipated as a result of the proposed development.

- Mitigations measures are recommended to avoid and minimize impacts on the natural heritage system and reduce the impact of active construction.

Based on the proposed use, the existing site conditions, and surrounding land uses, the EIS finds that with mitigation and ecological enhancements, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, and the overall natural heritage system of the Town of Caledon.

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## 4.2 FUNCTIONAL SERVICING REPORT AND STORMWATER MANAGEMENT REPORT

C.F. Crozier & Associates Inc. (Crozier) was retained to complete a Functional Servicing and Stormwater Management Report, dated March 6, 2023, to determine how the proposed development's functional servicing and stormwater management will integrate with the area's existing water, sanitary and stormwater infrastructure. The report concludes that

Conclusions and recommendations of the report include:

1. Water demand for the proposed development will be provided using individual 25 mm domestic water services connected to the proposed 200 mm diameter PVC watermain within the private road. The proposed watermain will connect to the proposed 200 mm diameter watermain on Nunnville Road.
2. Two (2) fire hydrants are proposed to provide fire suppression coverage for the development.
3. Sanitary servicing for the proposed development will be provided using a 250 mm diameter sanitary sewer, which connects to the future 250mm diameter sanitary sewer located on Nunnville Road.
4. Stormwater runoff from Catchment UC1 and 202 will flow uncontrolled to the TRCA EPA regulated lands outlet. Stormwater runoff from Catchment 201 will flow controlled to the existing storm sewer system located on Nunnville Road. Stormwater runoff from Catchment 202 will flow uncontrolled to the existing storm sewer system located on Nunnville Road via the relocate catch basin.
5. Stormwater quantity control has been provided using a 44 mm diameter orifice tube and a 97 m long 1200 mm diameter storm concrete oversized pipe which is sized to contain the attenuated post-development peak flows up to the 100-year storm event.
6. A combination of landscaped areas and a Jellyfish filter will provide an enhanced level of protection (81.3% TSS removal for total site) for stormwater quality control for Catchment 201.
7. Water balance for the proposed development will be achieved using enhanced topsoil over the landscaped area in Catchment 201 and 202, providing 18 m<sup>3</sup> of storage.
8. Erosion and Sediment Controls will be implemented on-site during construction and will be maintained until the site is stabilized.

In conclusion, the proposed development can be serviced for water, sanitary, and stormwater in accordance with the Town of Caledon requirements and standards. The proposed development can be supported from a water supply, sanitary servicing, and stormwater management perspective.

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## 4.3 GEOTECHNICAL INVESTIGATION AND SLOPE STABILITY ASSESSMENT

Soil Engineers Ltd. was retained to undertake a Geotechnical Investigation and Slope Stability Assessment, dated March 22, 2023, to reveal the subsurface conditions and determine the engineering properties of the disclosed soils to facilitate a slope stability assessment at the site, and for the design and construction of the proposed development.

The investigation revealed that, beneath a veneer of topsoil and a layer of earth fill in places, the site is underlain by a stratum of silty clay till, with deposits of silty clay at various locations and depths. The clay and till are firm to hard in consistency, being generally very stiff. Layers of very dense silt and sandy silt were encountered within the lower zone of the deep borehole (Borehole 3). The till within the top 0.8± to 1.0± m from the existing grade has been weathered.

At Boreholes 1, 2 and 4, no groundwater was encountered and the boreholes remained dry and open upon their completion. At Borehole 3, no groundwater was recorded in the open borehole due to the use of water to aid with the drilling operation. Groundwater monitoring wells were installed and levels were recorded at depths of 2.34 to 5.27 m below existing grade on March 17, 2022, in 3 of the wells, while the well at one borehole remained dry. The groundwater is also expected to fluctuate with the seasons.

The investigation concludes that groundwater yield from the till and clay is expected to be slow in rate and limited in quantity, due to their low permeability. The yield, if encountered, from any silt deposit may be moderate to appreciable. Special conditions and recommendations associated with subdivision construction are provided.

A slope stability assessment was conducted to determine the stability of the existing slope, and to establish the Long-Term Stable Top of Slope (LTSTOS) for the proposed development. The assessment concludes that the slope is considered to be geotechnically stable, and the physical top of slope can be considered the stable top of slope. The LTSTOS is established in the assessment report. The report notes that a development setback for man-made and environmental degradation will be required from the LTSTOS. A typical 6.0 m development setback, in accordance with the Ontario Ministry of Natural Resources (OMNR) guidelines, was suggested for the development; however, this is subject to the requirements of the TRCA. To prevent disturbance of the existing slope, geotechnical constraints and recommendations that should be considered as part of the proposed development are provided; however, these are also subject to the requirements of the TRCA.

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### 4.3.1 LETTER OF OPINION – GLOBAL STABILITY ASSESSMENT

Soil Engineers Ltd. was retained to undertake a Global Stability Assessment, dated March 17, 2023, for the proposed driveway apron entrance. The analysis focused on one cross-section of the proposed driveway apron, as the vehicle loading along the proposed driveway at this location would be closest to the LTSTOS. The analysis concluded that the resulting factor of safety (FOS) at the cross section when incorporating the proposed grading meets the OMNR guideline requirements for active land use (minimum FOS of 1.5) with a minimum FOS of 1.779. The assessment concluded that the retaining wall must be properly designed by an engineer to ensure its internal, sliding, overturning and global stability are satisfactory.

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## 4.4 URBAN DESIGN BRIEF

The Urban Design Brief prepared by WSP, dated March 21, 2023, concludes that the proposed development will meet the design objectives and principles envisioned for the subject site. The architectural style of the proposed townhouse dwellings will be of traditional design based on French Chateau and English Tudor influences using high-quality materials that are consistent with the look, feel and character of the existing and surrounding neighbourhood. The townhouse dwellings will contribute to an attractive public realm and promote a safe and sustainable community that connects to the surrounding residential uses and natural features.

The proposed development will introduce an internal private roadway with a pedestrian sidewalk and appropriate street tree planting to create a comfortable and pedestrian-scaled environment. The architectural response to the proposed development will be of high-quality through traditional design that will address a series of elements including public views, building facades, building materials, elevation treatments, and the private realm. The proposed development will also contribute to improvements in social equity by introducing residential dwellings which are more affordable than traditional forms of housing. The introduction of new townhouse dwellings will contribute to the overall attractiveness and sense of a complete community in the Town of Caledon, specifically in this part of Bolton.

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## 4.5 HYDROGEOLOGICAL ASSESSMENT

Soil Engineers Ltd. was retained to prepare a Preliminary Hydrogeological Assessment, dated March 17, 2023, to assess any construction dewatering, and long-term foundation drainage needs that may be required to support the proposed development. The conclusions are as follows:

1. The measured groundwater level elevations ranged from between March 17 and May 19, 2022, where the groundwater level elevations ranged from between 246.05 masl to below 238.30 masl (i.e. at the depths of 0.5 to >6.1 mbgl). The interpreted shallow groundwater flow pattern suggests that it flows away from a localized higher groundwater table area, located approximately beneath the southern portions of the site, and flows, mainly in a northerly direction mimicking the local topography for the area.
2. The Hazen Equation, calculated hydraulic conductivity (K) estimates indicates that for the silt sub-soil units, is  $6.40 \times 10^{-7}$  m/sec. The K estimates determined from the Hazen method suggests low hydraulic conductivities (K) for the groundwater bearing subsoil layers beneath the subject site.
3. The results for the SWRT completed at 3 of the monitoring wells indicates that the hydraulic conductivity for the silty clay till and silty clay at the depths of the monitoring well screens is low in the range of  $3.6 \times 10^{-8}$  to  $1.1 \times 10^{-7}$  m/sec which is in the low range with low anticipated seepage rates below the groundwater table.
4. Based on the anticipated low hydraulic conductivity estimates for the silty clay till, silty clay and silt sub-soils, and the measured groundwater elevations, recorded to date, temporary limited groundwater control will be required for earthworks and construction for portions of the site. Based on the assessment the temporary dewatering flows are all below the 50,000 L/day threshold limit for requiring an approval from the MECP for a temporary groundwater control program for construction.
5. The basement structures for the proposed town-housing blocks within the south east and north east portions of the site are above the water table where no construction dewatering for groundwater control or long-term foundation drainage is anticipated. However, given the low permeability for the subsoils at the founding depths, minimal long-term foundation seepage needs can be anticipated for the completed basements after construction within the western portion of the site.
6. The timing of construction and earthworks should be considered for summer and fall when the seasonal groundwater table is lower to minimize any construction dewatering needs requirements for the proposed development.
7. It is recommended that shallow groundwater be sampled for analysis to determine disposal discharge options for any dewatering effluent generated during construction.

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## 4.6 TRAFFIC OPERATIONS ASSESSMENT

C.F. Crozier & Associates (Crozier) was retained to prepare a Traffic Operations Assessment, dated March 6, 2023, to evaluate the impacts of the proposed development on the surrounding road network and provide mitigation measures, if required. The study was completed in accordance with the Terms of Reference and scope of work approved by Town of Caledon staff. A scope of work was sent to Town of Caledon staff on January 21, 2022, and comments were received on February 3, 2022.

The findings and recommendations of the analysis are as follows:

- Under 2022 existing conditions, the study road network operates under capacity with level of service “D” or better during the A.M. and P.M. peak hours.
- During the A.M. and P.M. peak hours in the future background conditions for horizon year 2027, movements are expected to continue to operate under capacity similar to the existing traffic conditions.
- The proposed development is expected to generate 7 two-way (2 inbound and 5 outbound) trips during the weekday A.M. peak hour, and 9 two-way (5 inbound and 4 outbound) trips during the weekday P.M. peak hour.
- The proposed development is expected to add negligible amounts of traffic to the surrounding road network and the study intersections are expected to continue to operate under capacity with acceptable delays similar to the existing conditions.
- Sufficient sight lines are available on the cul-de-sac at the site access.
- Based on AutoTURN analysis, waste, emergency and passenger vehicle can maneuver through the site with no encroachments.
- The proposed parking spaces at the development meets the required parking spaces per the Town’s By-law requirements for resident, visitor and accessible parking.

In conclusion, the proposed development does not materially impact the local transportation network due to the small amount of site-generated traffic, the site access offers sufficient sight lines, and no issues are identified with maneuverability at the site. The proposed development can be supported from a transportation perspective.

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## 4.7 NOISE FEASIBILITY STUDY

HGC Engineering was retained to conduct a Noise Feasibility Study, dated March 6, 2023. The study evaluates future sound levels and provides noise control measures.

The primary source of noise impacting the subject site is traffic on Albion-Vaughan Road, located approximately 200 m east. Old King Road is located north of the subject site, but it is not expected to be a significant source of noise. No other sources of stationary noise were identified within 500 m of the subject site.

Criteria for acceptable sound levels are outlined in the guidelines provided by the Ministry of Environment, Conservation, and Parks (MECP) to develop noise control recommendations.

The sound level predictions indicate that future road traffic sound levels will be within MECP guidelines at the proposed dwellings. The following noise control measures are recommended:

1. There are no specific ventilation requirements or noise warning clauses for the proposed dwellings.
2. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the OBC will provide adequate sound insulation for the proposed dwellings.

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## 4.8 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Soil Engineers Ltd. was retained to carry out a Phase One Environmental Assessment (Phase One ESA), dated April 25, 2022, to identify any potential environmental concerns associated with the subject site. The general objectives of a Phase One ESA are:

- To develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on, in or under the subject site;
- To determine the need for a Phase Two Environmental Site Assessment (Phase Two ESA);



- To provide a basis for carrying out any required Phase Two ESA; and
- To provide adequate preliminary information about the environmental conditions in the land or water on, in or under the subject site, in order to conduct a risk assessment following the completion of a Phase Two ESA, if required

The Phase One ESA concludes that there is low potential for environmental concerns related to the subject site. No further environmental investigation was recommended as the subject site is found to be suitable for the proposed development.

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## 4.9 TREE INVENTORY AND PRESERVATION PLAN REPORT

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan Report, dated March 6, 2023. The report provides a discussion and analysis of development impacts and tree preservation opportunities relative to the proposed development.

The report concludes that there are a total of 74 trees on and within six (6) m of the proposed development. The removal of 39 trees, including 22 private trees on the subject site, is required to accommodate the proposed development. The Town of Caledon requires tree compensation for all healthy tree removal, in which a total of 38 replacement plantings is required as 20 trees proposed for removal are eligible for compensation. The preservation of the remaining 35 trees will be possible with appropriate tree protection measures. The following recommendations were suggested to minimize impacts to trees identified for preservation:

- Tree protection barriers and fencing should be erected at locations as prescribed on Figure 1 in the Report. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on Figure 1 as a tree protection zone (TPZ) at any time during or after construction.
- Site visits, pre, during and post construction is recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

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## 4.10 STAGE 1 ARCHEOLOGICAL ASSESSMENT

Archeoworks Inc. was retained to complete a Stage 1 Archeological Assessment (AA), dated January 26, 2023. The report provides a discussion of the research and analysis undertaken to provide information on the subject site's archeological and land use history, current land condition, and evaluate the property's archaeological potential.

The report concludes that archeological potential is present within the study area due to the proximity of documented pre-1900 Euro-Canadian settlement (Nunnville Road), one designated cultural heritage resource (Sneath Road steel truss bridge), and the Humber River. The study area is also identified as having archeological potential within the Town of Caledon's Archeology Management Plan. Further review of aerial photographs, satellite imagery, and orthophotographs from the mid-20<sup>th</sup> century to the present revealed there to be deep and extensive land alterations (i.e., building footprints, driveway, extensive landscaping, and major grading and construction activities) within sections of the subject site. Physical features of no or low archaeological potential (i.e., steep slope) were also identified. Beyond these areas, the rest of the subject site comprised of an undisturbed manicured lawn dotted with trees that retain the established archeological potential. Considering the findings of the report, the following recommendations are presented:

- Parts of the study area that were identified as having archaeological potential removed are exempt from requiring Stage 2 AA (extents to be confirmed during the Stage 2 AA).

- Parts of the study area that were identified as having no or low archaeological potential are exempt from requiring Stage 2 AA (extents to be confirmed during the Stage 2 AA).
- Parts of the study area that were identified as retaining archaeological potential must be subjected to a Stage 2 test pit survey at five-m intervals.

No construction activities shall take place within the study area prior to the MCM (Archaeology Programs Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Due to winter conditions at the time of the Stage 1 AA completion, a Stage 2 AA will be completed in Spring 2023 and submitted to the Town as soon as possible for review.



# 5 POLICY AND REGULATORY CONTEXT

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## 5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS, 2020) came into effect on May 1, 2020. The PPS, 2020 provides policy direction on matters related to key land use planning issues such as housing, infrastructure, economic development, transportation, and the protection of environmental resources. In accordance with Section 3(5) of the *Planning Act*, all land use decisions are required to be consistent with the PPS.

Section 1.0 of the PPS, 2020 establishes policies associated with efficient land use and development patterns that support healthy, liveable, and safe communities. Section 1.1 outlines policies associated with managing and directing land use patterns. Policies applicable to the subject site and proposed development include the following:

*1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

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

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Appropriate development standards should be*

*promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

In addition to general growth management policies, Section 1.4 of the PPS, 2020 provides specific policy direction for the development of housing. This includes the following policies applicable to the subject site and proposed development:

- 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.**
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - e) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
  - f) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
    - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
  - f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.**

Section 1.5 of the PPS promotes spaces and facilities that are safe, meet the needs of pedestrian, foster social interaction and facilitate active transportation and community connectivity. Section 1.6 of the PPS provides policies relating to infrastructure and public service facilities:

- 1.6.1 *Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*
- 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*
  - a) *the use of existing infrastructure and public service facilities should be optimized; and;*
  - b) *opportunities for adaptive re-use should be considered, wherever feasible.*
- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- 1.6.6.7 *Planning for stormwater management shall:*
  - a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
  - b) *minimize, or, where possible, prevent increases in contaminant loads;*
  - c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
  - d) *mitigate risks to human health, safety, property and the environment;*
  - e) *maximize the extent and function of vegetative and pervious surfaces; and*
  - f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*
- 1.6.7.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Section 1.7.1 of the PPS provides policy direction to support long-term economic prosperity which includes encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce. The policies of Section 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote compact form encourage intensification.

As discussed in **Section 2** of this report, there are natural heritage features within and adjacent to the subject site. These areas are designated “Environmental Policy Area” in the Town of Caledon Official Plan, as further discussed in **Section 5.4** of this report. Therefore, consideration is granted to the natural heritage policies of the PPS, 2020.

Section 2.1 of the PPS, 2020 establishes the following applicable natural heritage policies in order to protect natural features and areas for the long-term:

- 2.1.1 *Natural features and areas shall be protected for the long term.*
- 2.1.2 *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 2.1.5 *Development and site alteration shall not be permitted in:*
  - a) *significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*

- b) *significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
  - c) *significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
  - d) *significant wildlife habitat;*
  - e) *significant areas of natural and scientific interest; and*
  - f) *coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- 2.1.6 *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 2.1.7 *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

Further, Section 3.0 of the PPS, 2020 establishes policies to mitigate potential risk to public health and safety or property damage from natural hazards. Protecting public health and safety contributes to long-term prosperity, environmental health, and social wellbeing. Accordingly, the following policies must be considered relative to the subject site and proposed development:

- 3.1.1 *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*
- a) *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
  - b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
  - c) *hazardous sites.*
- 3.1.2 *Development and site alteration shall not be permitted within:*
- c) *areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and*

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## SUMMARY

**It is our opinion that the proposed development is consistent with the land use planning objectives and policies of the PPS, 2020.**

**The proposed development is consistent with the policies of Section 1.1** as it will contribute to creating healthy, liveable, and safe communities through the efficient development of a residential use on an infill site which will utilize existing and planned infrastructure. The proposed development is an example of intensification within a settlement area which takes into account the existing building stock and surrounding area. Furthermore, the proposed development is compatible with the surrounding community while providing for a continuous built form.

**The proposed development is consistent with the policies of Section 1.1.3** as the subject site is located within the Town of Caledon's settlement area. Further, the proposed development will provide an appropriate increase to the residential density than what currently exists on the subject site through intensification. The proposed development will make efficient use of planned and existing infrastructure which will assist in sustaining the financial well-being

of the Town of Caledon and allow for a cost-effective development which will reduce land consumption and servicing costs.

**The proposed development is consistent with the housing policies of Section 1.4.** The proposed development contributes to the overall provision of a range and mix of residential options and densities within the Town of Caledon. The proposed development represents an appropriate scale of intensification on the subject site that will accommodate projected growth forecasts. The subject site's location can accommodate growth as it can be serviced by existing and planned infrastructure and is located in the Town's settlement area. Further, the proposed development will provide future residents with more housing options and will also make more economical and efficient use of existing and planned infrastructure and public service facilities.

**The proposed development has been designed to be consistent with Section 1.5.** The proposed development will support accessibility by providing a sidewalk that meets AODA standards and universal design options to prospective purchasers. The proposed sidewalk and private amenity space areas will also provide opportunities for connectivity, recreation and leisure.

**The proposed development is consistent with the policies of Section 1.6.** The proposed development will utilize existing and planned infrastructure and public service facilities in an efficient and cost-effective manner to minimize costs and consider the changing climate. The Functional Servicing and Stormwater Management Report prepared by Crozier, concludes that the proposed development can be serviced for water, sanitary and stormwater. Therefore, the subject site is consistent with the policies of Section 1.6 as it will optimize existing and planned municipal services and will provide stormwater management to accommodate the proposed development.

**The proposed development is consistent with the policies of Section 1.7.1.** The proposed development will support long-term economic prosperity by providing housing supply and options to the community that will meet the needs of current and future residents.

**The proposed development is consistent with the policies of Section 1.8.1.** The proposed development will provide a compact built form and intensify the subject site which will support energy conservation and efficiency.

**The proposed development is consistent with the natural heritage policies of the PPS, 2020.** The EIS identifies that the subject site contains and is adjacent to natural heritage features due to the presence of designated provincially significant woodland and TRCA Regulated Area and Crest of Slope. However, the woodland feature is primarily dominated by invasive/non-native species and as such, does not meet the criteria of woodland set out by the PPS. In addition, the EIS concluded that no candidate or confirmed significant wildlife habitat was found on the subject site in the categories of specialized habitat for wildlife, habitat for species of conservation concern (SCC), rare vegetation communities or animal movement corridors.

Based on these findings, the EIS includes mitigation measures and compensation opportunities that will be implemented in the proposed development to minimize impacts and protect the adjacent natural heritage features, such as the inclusion of an average 8.8 m buffer from the dripline and ecological enhancements to provide an overall net gain to the area. Amenity areas of Units 6 to 12 are proposed to encroach into the required 10 m dripline buffer, however the EIS states that the impacts of the encroachment are expected to be minimal due to the species composition of the woodland which is predominantly comprised of invasive/non-native trees and shrubs. To offset the buffer that could not be achieved, ecological enhancements are recommended to provide an overall net gain to the area. The EIS concludes that with mitigation, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports.

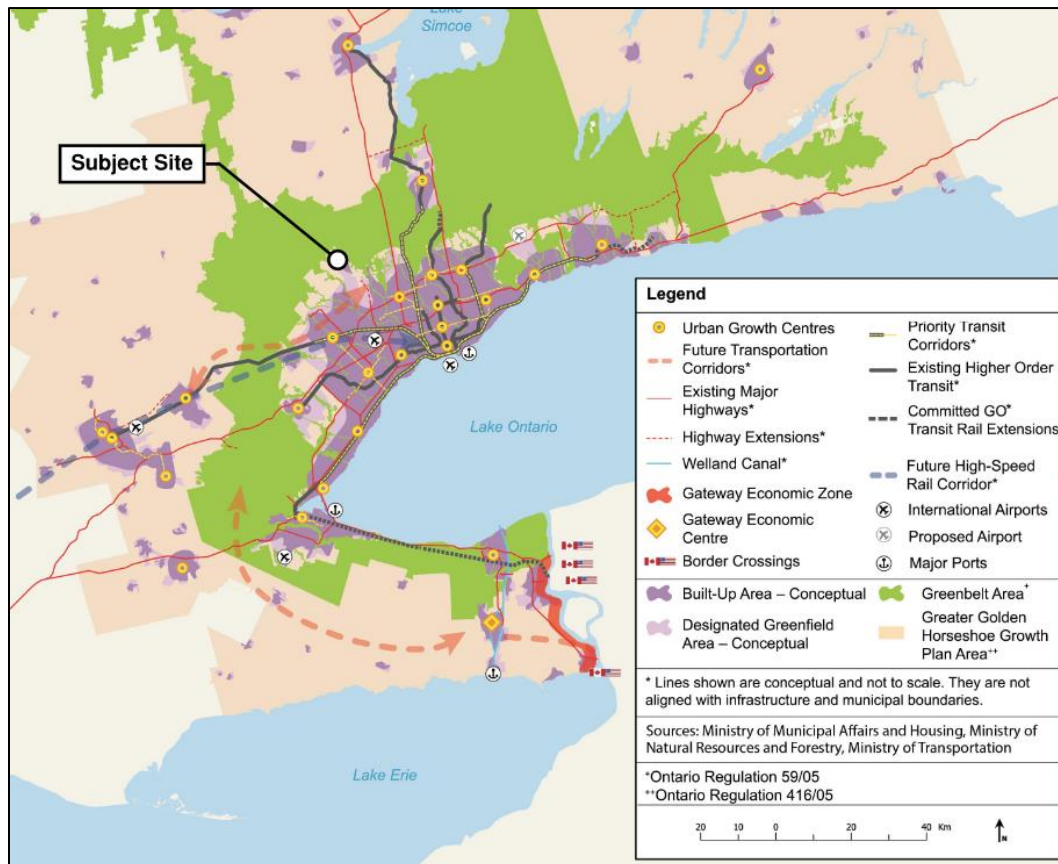
**The proposed development is consistent with policies of Section 3.0.** The north, east and west portions of the subject site descend into a slope which presents erosion hazards. A 6.0 m buffer from the LTSTOS will be established on the subject site which is consistent with the setback recommended by the OMNR guidelines. The entire development satisfies the 6.0 m LTSTOS buffer requirement except at the entry of the development site, where the buffer is only 1.95 m. As per discussions with the TRCA, they are considering this approach pending appropriate technical justification. The proposed 6.0 m buffer, and slight encroachment is acceptable, as discussed in **Section 4.3** of this report, thereby protecting the slope from potential conditions which could have an adverse effect on the existing natural conditions of the slope. As such, the proposed development will be located outside of the erosion hazards located on the subject site and is consistent with the PPS.



## 5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation May 2020) (Growth Plan, 2020) contains policies regarding population and employment projections that form the basis for planning for growth in municipalities within the Greater Golden Horseshoe (GGH) area, including the Town of Caledon. The Growth Plan guides decisions on a number of matters including transportation and infrastructure planning, land use-planning, urban form, housing, natural heritage, and resource protection.

Within the Growth Plan, 2020, the subject site is located within the Region of Peel’s “Built-Up Area – Conceptual”, as shown in **Figure 4**. Areas within delineated built boundaries, such as built-up areas, are intended to absorb the majority of growth within the GGH area over the 2051 planning horizon. Within the Region of Peel, 2,280,000 residents and 1,070,000 jobs are forecasted for 2051 horizon (Schedule 3 of the Growth Plan, 2020).



**Figure 4: Excerpt from Schedule 2 - A Place to Grow Concept (Growth Plan, 2020)**

Section 2.2 of the Growth Plan, 2020, provides policies for where and how to grow. Section 2.2.1 of the Growth Plan, 2020 provides overarching policy direction for managing growth. The vast majority of growth within the GGH area is directed to settlement areas. Applicable policies include:

- 2.2.1.1 *Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
- 2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities.*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands; and*

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

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

Section 2.2.2 of the Growth Plan provides policy guidance with respect to delineated built-up areas.

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

2.2.2.2 *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

Section 2.2.6 of the Growth Plan, 2020, establishes housing policies for the GGH area. These policies support the Growth Plan's overarching Guiding Principles, which support a range and mix of housing options. Housing policies require upper- and single-tier municipalities to support density targets for the GGH area. For example:

2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier-municipalities, the Province, and other appropriate stakeholders will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other polices of this Plan by:
 
  - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
  - ii. *establishing targets for affordable ownership housing and rental housing;**
- e) *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of the Growth Plan;*
- b) *planning to achieve the minimum intensification and density targets in the Growth Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

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

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## SUMMARY

**The proposed development will conform to the growth management framework provided through the Growth Plan, 2020.** The proposed development conforms with Section 2.2.1 and 2.2.2 as it is located within a settlement area that will have access to existing and planned municipal water and wastewater systems. The proposed development supports the achievement of complete communities and intensification throughout the delineated built-up area by supporting a range and mix of housing options and providing compact built form. Specifically, the proposed development will support the Growth Plan, 2020, minimum residential intensification target of 50% for the Region of Peel and other municipalities located within the delineated built-up area. The proposed development will improve social equity by introducing residential dwellings which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) in a neighbourhood available for people of all ages, abilities, and incomes. The proposed development will also be located outside of the erosion hazards located on the subject site and reflect a LTSTOS setback based on feedback from the TRCA and supporting geotechnical work prepared by Soil Engineers Ltd., as described in **Section 4.3** of this report.

**The proposed development will conform to the housing policies provided through Section 2.2.6 of the Growth Plan, 2020** by contributing to the Region and the Town's density targets and overall range of housing options. The proposed townhouse dwelling units are appropriate and compatible with the development pattern in the surrounding community, including the future subdivision at 13233 and 13247 Nunnville Road where 29 single-detached dwellings have been approved for development. The proposed development will contribute a built form which supports the urban structure of the settlement area and provides an alternative density in the neighbourhood which increases the supply of residential units. As established, the proposed development will also support the minimum residential development target provided by the Growth Plan, 2020.

In summary, the proposed development supports the development of complete communities. The subject site represents an opportunity to optimize existing and planned infrastructure and resources to meet minimum population and residential growth targets established by the Province, Region, and Town.



## 5.3 REGION OF PEEL OFFICIAL PLAN (OFFICE CONSOLIDATION, SEPTEMBER 2021)

The Region of Peel Official Plan (Office Consolidation, September 2021) (ROP) guides growth and development in Peel Region (Region) by interpreting and applying the intent of provincial policies within the regional context. Relative to the Town of Caledon and the subject site, the ROP provides a regional strategic framework for the more specific objectives and land use policies of the municipalities situated within Peel Region.

It is noted that the Ministry of Municipal Affairs and Housing recently approved the new ROP in November 2022, which brought the Official Plan into conformity with provincial policy requirements and the 2051 planning horizon. As the ROP was not approved at the time of the first submission, a review of both ROPs is provided. This section is followed by a discussion in **Section 5.3.1** reviewing the new ROP policies relative to the subject site.

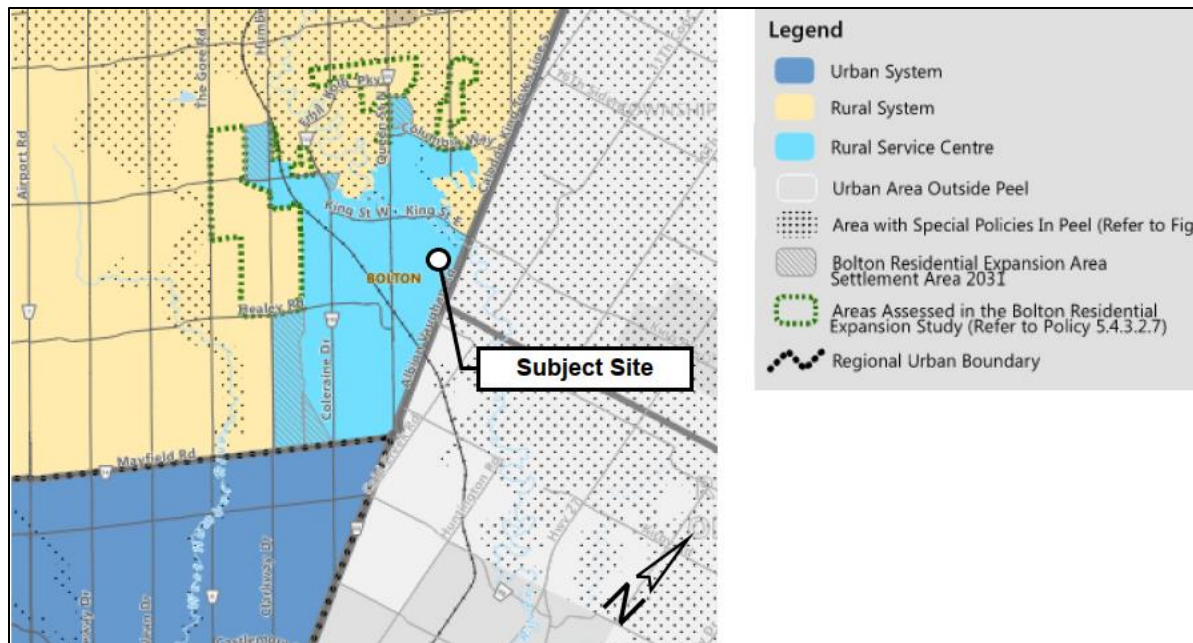
General objectives and policies for population and employment forecasts are provided through Section 4.2 of the ROP. The following objectives and policies are applicable to the subject site:

- 4.2.1.2 *To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.*
- 4.2.1.4 *To facilitate the effective and efficient delivery and financing of existing and future Regional services, including social and hard infrastructure services.*
- 4.2.2.5 *Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.*

**Table 1: Table 3 of the ROP – Population, Household and Employment Forecasts for Peel**

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

The subject site is located within the Rural System and designated “Rural Service Centre” as per Schedule D – Regional Structure to the ROP. As per Section 5.4.3, the Region has designated three Rural Service Centres in the Town of Caledon to serve as the primary foci for growth within the Rural System. The subject site is located within the Bolton Rural Service Centre. **Figure 5** identifies the location of the subject site within the Rural Service Centre according to the Regional Structure.

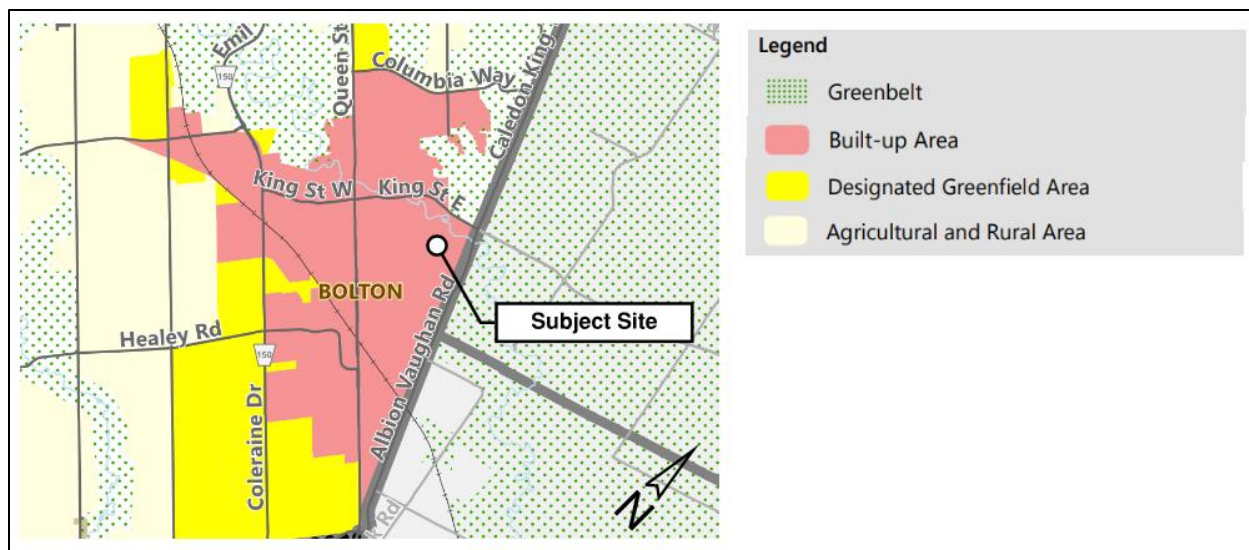


**Figure 5: Excerpt from Schedule D – Regional Structure (ROP, September 2021)**

General objectives and policies for the Rural Service Centres are provided through Sections 5.4.3.1 and 5.4.3.2. The following objectives and policies are applicable to the subject site:

- 5.4.3.1.1 *To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.*
- 5.4.3.1.2 *To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.*
- 5.4.3.1.5 *To establish healthy complete communities that contain, living, working and recreational activities, which respect the natural environment, resources, and characteristics of existing communities and services.*
- 5.4.3.2.1 *Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of Peel's Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community services to those living and working in the Rural System.*
- 5.4.3.2.4 *Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following:*
  - a) *the intended role, function and distinct character of each Rural Service Centre;*
  - b) *the population and employment forecasts for the year 2031;*
  - e) *the minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles;*

Section 5.5 of the ROP provides growth management policies which seek to contribute to sustainable land development and the achievement of complete communities within the Region of Peel. Further, Section 5.5 contains general growth management policy direction as well as policies specific to intensification. The subject site is located within the Region's "Built-Up Area" as shown in **Figure 6**, which is to accommodate significant growth for the Region through intensification.



**Figure 6: Excerpt from Schedule D4 – The Growth Plan Policy Areas in Peel (ROP, September 2021)**

General objectives provided through ROP Section 5.5.1 include the following:

- 5.5.1.1 *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, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.3 *To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan.*
- 5.5.1.4 *To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 *To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel 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 open space, and easy access to retail and services to meet daily needs.*

In addition to general objectives, general growth management policies are outlined in Section 5.5.2 and include the following:

- 5.5.2.1 *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.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.4 *Prohibit the establishment of new settlement areas.*

Following the general growth management objectives and policies contained in Section 5.5.1 and Section 5.5.2 above, Section 5.5.3 of the ROP articulates objectives and policies related to intensification, in particular, and asserts that “this Plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan.” Related objectives for intensification include:

- 5.5.3.1.1 *To achieve compact and efficient urban forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance developed areas.*

- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

Consistent with the above, Section 5.5.3.2 asserts that it is the policy of Regional Council to, among other things:

- 5.5.3.2.2 *Facilitate and promote intensification.*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.*
- 5.5.3.2.5 *Require that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area.*

*To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:*

*Town of Caledon: 1,500 units.*

Further to the intensification policies, Section 5.8 of the ROP sets out policies regarding the provision of housing in order to meet the full range of needs of Peel residents. General objectives and policies for housing in Peel Region include:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*
- 5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*
  - a) *residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
  - b) *cost-effective development standards for new residential development, redevelopment, and intensification*
- 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*
- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*
- 5.8.2.10 *Encourage the area municipalities to establish minimum new housing unit targets that are affordable in secondary plans where appropriate, to ensure a diverse mix of housing type and tenure.*
- 5.8.2.12 *Collaborate with the area municipalities to implement annual minimum new housing unit targets for Peel as shown in Table 4.*
- 5.8.2.13 *Collaborate with the area municipalities to implement annual minimum new housing unit targets, as suggested in Figure 17 of Appendix – List of Figures.*

**Table 2: Table 4 of the ROP – Annual Minimum New Housing Unit Targets in Peel**

	<b>Social Housing</b>	<b>Affordable Rental</b>	<b>Market Rental and Affordable Ownership</b>	<b>Market Ownership</b>
<b>Peel</b>	17%	3%	35%	45%

**Table 3: Figure 17 of the ROP – Annual Minimum New Housing Unit Targets by Area Municipality**

	<b>Subsidized Housing</b>	<b>Affordable Rental</b>	<b>Market Rental and Affordable Ownership</b>	<b>Market Ownership</b>
<b>Brampton</b>	16%	3%	37%	44%
<b>Mississauga</b>	18%	3%	34%	45%
<b>Caledon</b>	11%	2%	28%	59%

In keeping with the above, Policy 5.8.2.6 adds that it is also the policy of Regional Council to “collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.”

Lastly, Chapter 2 of the ROP provides direction for the management of the natural environment. Through Section 2.1.1, the ROP emphasizes that, “the joint efforts with the area municipalities, conservation authorities and other agencies that are required to protect the natural systems in Peel, restore poorly functioning ecosystems, and promote clean air, water and land”. Policy 2.1.3.2 asserts that policies of Regional Council include to “protect, maintain and enhance the quality and integrity of ecosystems, including air, water, land and biota jointly with the area municipalities, conservation authorities and provincial agencies”. Section 2.4 discusses natural hazards which include areas along valleys that are susceptible to erosion and/or unstable slopes. General objectives and policies include the following:

- 2.4.4.1 *To prevent or minimize the risk to human life and property associated with erosion and/or slope instability.*
- 2.4.4.2.3 *Direct the area municipalities, in consultation with the conservation authorities, to prohibit development and site alterations within the erosion hazard limit, unless all of the following have been met:*
  - a) *the erosion and/or slope instability hazards can safely be addressed;*
  - b) *new or existing hazards are not created or aggravated;*
  - c) *no adverse environmental effects will result;*
  - d) *vehicles and people have a way of safely entering and exiting the area during times of erosion emergencies; and*
  - e) *development and site alterations are carried out in accordance with established standards and procedures.*



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## SUMMARY

**It is our opinion that the proposed development will conform to the ROP's objectives and policies** through proposing a built form that is compact, complementary to the existing surrounding context, and will contribute to the existing and planned Growth Plan density targets for the Region. The proposed development will introduce a built form and density that will assist in the creation of a complete community by contributing towards housing choice in an area predominantly developed with low density residential uses. The architectural style of the proposed development will be of traditional design that will support preserving and enhancing the character of the Bolton community. Further, existing and planned municipal water and sanitary services are available for the proposed development. Therefore, the proposed development conforms to and will better implement the applicable policies of the ROP, particularly as it relates to efficient growth, intensification and the achievement of complete communities.

**The proposed development will conform to the ROP's growth management and intensification policies.** The existing land use policies and zoning provisions for the subject site limits its ability to accommodate more compact development and higher densities in support of the above Regional growth objectives. The proposed development will be accessed through the existing driveway apron which connects to Nunnville Road. Through this development application, it is proposed that the private roadway and existing driveway apron will be constructed and maintained by the Client and/or future condominium corporation. As illustrated by the civil and transportation engineering supporting work, the proposed site access will be sufficient to serve the proposed development. The proposed development represents a compact, well designed residential development located in an area that will optimize the use of existing land and existing and planned infrastructure and services. The proposed development will be serviced by a watermain that will connect to an extension of the existing watermain on Nunnville Road. Sanitary servicing for the proposed development will connect to a future sanitary sewer located on Nunnville Road, while stormwater runoff will flow to the TRCA regulated lands outlet and an existing storm sewer system located on Nunnville Road. The existing 150mm diameter watermain on Nunnville Road will be upgraded to a 200mm diameter watermain to ensure that there will be sufficient fire flow protection for the proposed development.

**The proposed development will conform to the Region and Town's housing policies** by providing residential intensification on underutilized land. The proposal will introduce residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) and will contribute to the overall creation of a range and mix of housing types, densities, and sizes to meet the requirements and housing needs of current and future residents in Peel. Universal floor plans will be made optional to purchasers of all units at the time of sales to accommodate the buyer's needs, aimed to assist seniors, persons with special needs or multi-generational households. The proposed development will increase the supply of mid-market units in a region that does not currently provide a variety of housing supply. As per the Town of Caledon's Housing Study (2017), as further described in **Section 5.6** of this report, in 2016 only approximately 16% of the Region's housing was comprised of row housing forms, compared to single- and semi-detached forms which comprised of 57% of the housing stock. Caledon is also expected to experience significant population and household growth per the 2031 Regional forecasts. As such, the proposed development will contribute to a more diverse housing supply and contribute to the achievement of the Region's minimum intensification target for Caledon of 1,500 units by 2031 within the built-up area, and additional 2051 targets as set out in the new Regional Official Plan, as described in **Section 5.3.1** of this report.

**The proposed development will further conform to the policies of Regional Council with respect to the management of the natural environment.** The proposed development is located adjacent to woodlands and a significant valley corridor (the Humber River Corridor). The EIS includes mitigation measures and compensation opportunities that will be implemented in the proposed development to minimize impacts and protect the adjacent natural heritage features, such as the inclusion of an average 8.8 m buffer from the dripline and ecological enhancements to provide an overall net gain to the area. The EIS concludes that with mitigation, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, and the overall natural heritage system of the Region of Peel.

The proposed development will also ensure all slope instability hazards on the subject site are addressed. The proposed development has been revised to ensure it is located outside of the 6.0 m LTSTOS buffer, except at the entry of the development site where it is only 1.95 m. As per discussions with the TRCA, they are considering this approach pending appropriate technical justification. The submitted geotechnical work prepared by Soil Engineers Ltd., as described in **Section 4.3** of this report, provides justification supporting the proposed LTSTOS buffer.

### 5.3.1 REGION OF PEEL OFFICIAL PLAN (APRIL 2022)

The new Region of Peel Official Plan (ROP) was approved by the Ministry of Municipal Affairs and Housing and came into effect on November 4, 2022. The ROP outlines policies to guide regional growth and development to 2051.

As demonstrated through ROP Schedule E-1 – Regional Structure shown in **Figure 7**, the subject site is located within the “Urban System” designation.

Policies for the Urban System are provided through Section 5.6 of the ROP. Through Section 5.6, the Urban System is described as being composed of a variety of communities that contain diverse living, working and cultural opportunities. Generally, policies direct urban development to the Urban System (Policy 5.6.11) in support of the following, as per Policy 5.6.15:

- a) *support the Urban System objectives and policies in this Plan;*
- b) *support pedestrian-friendly and transit-supportive urban development;*
- c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The ROP provides updated growth management objectives, targets, and policies through Chapter 4. Specifically, Table 3 to the ROP contains updated population, household and employment forecasts to the Region to 2051 by the local municipality. Accordingly, the ROP projects that Caledon will have a population of approximately 200,000 individuals by 2041 and 300,000 individuals by 2051. In accordance with ROP Policy 4.3.12, the Town of Caledon must incorporate the Region’s population and employment forecasts into their Official Plan.

The ROP provides direction for intensification opportunities in accordance with the Growth Plan, 2020, through Section 5.4.18. The ROP reiterates that the Growth Plan, 2020 requires that a minimum of 50 % of all residential development occurring annually within the Region must be within the delineated built-up area. This is affirmed through Policy 5.4.18.12 which requires that between 2021 and 2051, a minimum of 55 % of the Region’s residential development occurring annually is to be located within the delineated built boundary. Policy 5.4.18.13 specifically requires that a minimum of 5 % of the residential development within the delineated built boundary must occur in the Town of Caledon. In addition, the Town will be required to develop intensification strategies that demonstrate how this target will be achieved (Policy 5.4.18.15).



**Figure 7: Excerpt from Schedule E-1 – Regional Structure (ROP, April 2022)**

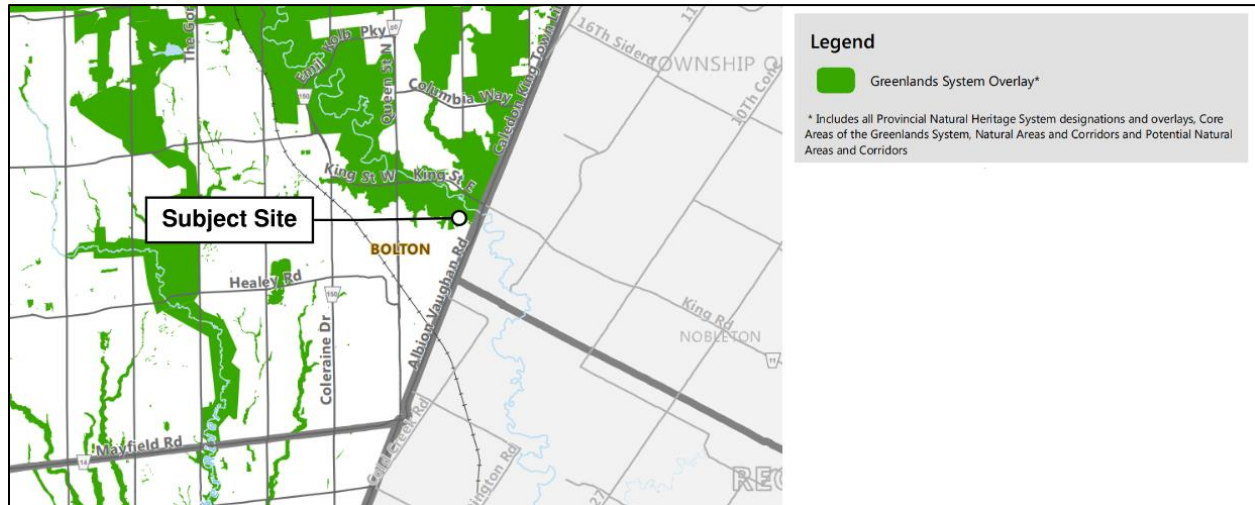
Section 5.9 of the ROP provides direction on housing. Policy 5.9.1 states that the development of compact, complete communities can be achieved by supporting intensification and higher density forms of housing. Objectives are

outlined in the Peel-wide new housing unit targets provided in Table 4, which seek to provide an appropriate range and mix of housing options and densities (Policy 5.9.2). **Table 4** in the ROP, as shown below, provides the Peel-Wide Housing Unit Targets based on target area. Targets are based on housing needs identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.

**Table 4: Table 4 of the ROP (2022) – Peel-Wide New Housing Unit Targets**

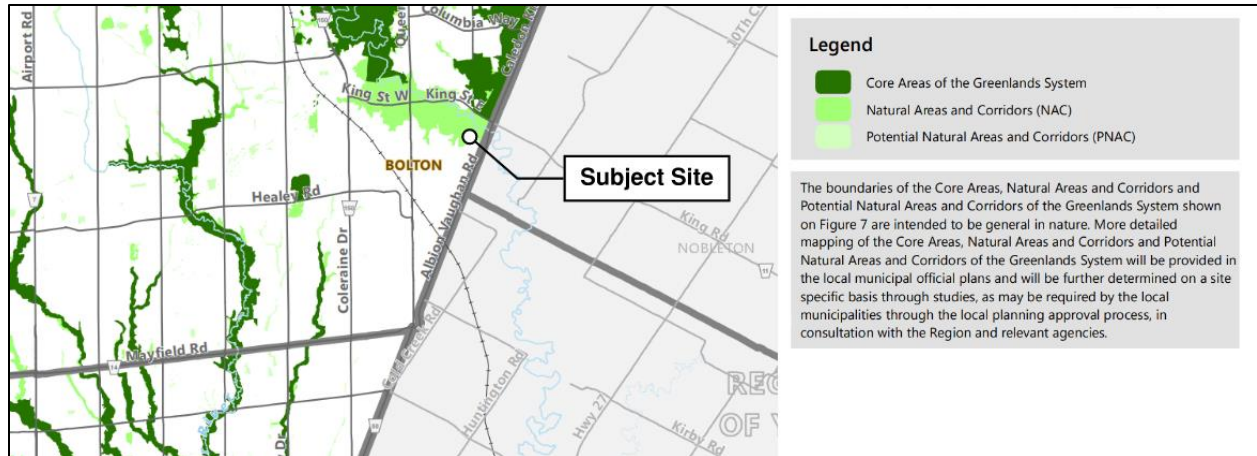
Target Area	Targets
<b>Affordability</b>	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
<b>Rental</b>	That 25% of all new housing units are rental tenure.
<b>Density</b>	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Per Schedule C-1, a portion of the subject site is lands within the “Greenlands System” designation as shown in **Figure 8**. The subject site is also located within the “Natural Areas and Corridors” (NAC) designation within the Regional Greenlands System as shown in **Figure 9** and as identified in the EIS.



**Figure 8: Excerpt from Schedule C-1 Greenlands System (ROP, April 2022)**





**Figure 9: Excerpt from Figure 7 Regional Greenlands System (ROP, April 2022)**

Chapter 2 of the ROP provides objectives and policies related to the natural environment. Section 2.3 outlines the policies to support the goal of ensuring a healthy, resilient and self-sustaining natural environment within Peel Region. This includes policies which speak to protecting, maintaining, restoring and enhancing the quality and ecological integrity of ecosystems (Policy 2.3.3), and regulating development on lands exposed to natural hazards (Policy 2.3.6). Section 2.4 of the ROP outlines objectives and policies to address the impacts of climate change, such as supporting the development of sustainable, low-carbon, compact, mixed-use, and transit supportive communities which reduce greenhouse gas emissions, support active transportation, and protect natural systems. Section 2.6 outlines policies related to the water resource system which includes requiring the use of low impact development and green infrastructure approaches, as appropriate, to mitigate and adapt to climate change impacts, mitigate the impacts of development on natural heritage features, support the efficient and sustainable use of water resources, and to manage stormwater (Policy 2.6.9).

Policies for the Greenlands System are provided in Section 2.14 of the ROP. Policy 2.14.39 directs municipalities to identify, protect, restore and enhance natural heritage systems in their official plans (Policy 2.14.39(a)) and prohibit development or site alteration within or on adjacent lands to natural heritage features and areas identified as Greenlands System “Natural Areas and Corridors” 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 (Policy 2.14.39(c)). Per Policy 2.14.40, ecosystem compensation should be supported provided that development does not result in any negatives impacts. Where compensation is determined to be an appropriate mitigation option, it should be applied to achieve a no net loss and if possible, net gain.

Section 2.16 of the ROP provides policies related to natural and human-made hazards. These policies generally speak to prohibiting the creation of new lots within erosion hazard areas (Policy 2.16.10.6) and ensuring new development and site alteration address natural hazards as appropriate (Policy 2.16.13.1). Policy 2.16.10.4 speaks to erosion hazards and provides policy which prohibits development and site alteration within the erosion hazard limit unless all of the following have been met: the erosion and/or slope instability hazards can safely be addressed; new or existing hazards are not created or aggravated; no adverse environmental effects will result; and development and site alteration are carried out in accordance with established standards and procedures.

## SUMMARY

**It is our opinion that the proposed development will conform to the ROP policies.** The Region’s updated Official Plan will be in conformity with the most recent versions, including amendments, to the PPS and the Growth Plan.

The proposed development supports the policies of the Urban System as the foci for majority of new population and employment growth within the Region of Peel. The proposed development will support the Region in achieving the planned population projections to the year 2051 for both the Town of Caledon and the Region by proposing residential development within Caledon’s delineated built boundary. In addition, the proposed development conforms with ROP

policy for intensification. Therefore, the proposed development will support the Region and Town in achieving the designated population targets while achieving a compact built form and utilizing existing and planned municipal services.

**The proposed development will conform to the Region’s housing policies** by providing residential intensification on underutilized land. The proposal will contribute to the development of compact, complete communities by providing intensification and a higher-density form of housing. The proposal will introduce residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) and will contribute to the overall creation of a range and mix of housing types, densities and sizes to meet the requirements and housing needs of current and future residents in Peel. Universal floor plans will be made optional to purchasers of all lots at the time of sales to accommodate the buyer’s needs, aimed to assist seniors, persons with special needs or multi-generational households. In addition, it will help to achieve the Region’s target that 50% of all new housing units are in forms other than detached and semi-detached housing, as shown in **Table 4**. Thus, the proposed development will contribute to the Region’s objective of providing a range and mix of housing options and densities.

**The proposed development will conform to the Region’s policies with respect to the management of the natural environment.** The proposed development is located adjacent to woodlands and a significant valley corridor (the Humber River Corridor). The EIS includes mitigation measures and compensation opportunities that will be implemented in the proposed development to minimize impacts and protect the adjacent natural heritage features, such as the inclusion of an average 8.8 m buffer from the dripline and ecological enhancements to provide an overall net gain to the area. The EIS concludes that with mitigation, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, and the overall natural heritage system of the Region of Peel.

In addition, the proposed development will support the Region’s climate change policies by proposing a compact development that protects natural systems and implements stormwater management practices. The proposed development flows will be equal to or less than existing conditions, and the storm drainage system will limit the post development release rate to be equal to or less than the pre-development drainage area 102 release rate. As per the submitted Functional Servicing and Stormwater Management Report, the proposal will also include the use of enhanced topsoil over the landscaped areas in Catchment 201 and 202 which will support stormwater management on-site, as supported by ROP policies.

**The proposed development will further conform to the Region’s policies with respect to erosion hazards.** The proposed development aligns with Policy 2.6.10, such that the proposed development ensures hazards are safely addressed, no new hazards are created, no adverse environmental effects will occur, and no new lots are being created within the erosion hazard area. The proposed development has been revised to ensure it is located outside of the 6.0 m LTSTOS buffer, except at the entry of the development site where the width of the buffer is only 1.95 m. As per discussions with the TRCA, they are considering this approach pending appropriate technical justification. The submitted geotechnical work prepared by Soil Engineers Ltd., as described in **Section 4.3** of this report, provides justification supporting the proposed LTSTOS buffer.

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

The Town of Caledon Official Plan (Office Consolidation, April 2018) (COP) is the principal policy document which directs the Town of Caledon’s growth and development to the year 2031. The COP provides goals, principles, objectives and policies intended to guide future use and physical development and change within the Town. The COP incorporates the detailed local basis upon which the Town and the Region offer services within the municipality and provides a basis for preparing zoning by-laws to implement the land use policies of the Plan.

For the purposes of the following policy analysis and review, this section is structured according to thematic areas in the COP. A comprehensive review and summary is provided in each subsection.

It is noted that the Town of Caledon is currently in the process of reviewing the COP. As of March 2022, the Town has released a draft of the new Official Plan and are currently preparing a second draft. It is anticipated that the COP

review will be completed in late 2023. Although the new Official Plan is not currently in effect, this section is followed by a discussion reviewing draft policies released by the Town in March 2022 relative to the subject site.

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### 5.4.1 ECOSYSTEM PLANNING AND MANAGEMENT

A portion of the subject site is designated “Environmental Policy Area” within the Bolton South Hill Secondary Plan Area, as further described in **Section 5.4.7** of this report. Section 3.2 of the COP establishes an ecosystem-based planning and management framework to ensure that development protects, enhances, and restores ecosystems. Policies outlined in Section 3.2 apply to the entire land base of the Town and all land use planning considerations. As identified in the EIS, the subject site contains “Supportive Natural Systems” in the form of “all other woodlands”. The following objectives apply to the subject site:

3.2.2.1.1 *To protect, maintain, and, as appropriate, enhance and restore ecosystem functions and processes vital to the integrity of communities (both natural and cultural), particularly in relation to:*

- *Air quality;*
- *Groundwater quality and quantity, recharge and discharge;*
- *Surface water quality and quantity;*
- *Soil fertility; and,*
- *Biota.*

3.2.2.1.3 *To protect, maintain, and, as appropriate, enhance and restore physical and biological systems and features that support ecosystem integrity and associated functions, processes, attributes and values, including:*

- *Wetlands and woodlands*

3.2.2.2.1 *To ensure that the Town’s ecosystem principle, goal and objectives form a primary basis for all land use planning decisions within the Town of Caledon.*

3.2.2.2.2 *To identify, protect, maintain, and, as appropriate, enhance and restore ecosystem forms, functions and integrity within Caledon through the implementation of appropriate designations, policies and programs.*

3.2.2.2.5 *To recognize that humans are an integral consideration in ecosystem planning, and to develop policies and programs with respect to the ongoing human interactions with the natural environment.*

3.2.2.2.8 *To ensure that natural hazards are addressed through the planning process.*

Policies on the Ecosystem Planning Strategy are provided under Section 3.2.3. The following policies apply to the subject site:

3.2.3.1 *The Ecosystem Framework outlined on Table 3.1 organizes ecosystem components into four categories:*

*Natural Core Areas*

*Natural Corridors*

*Supportive Natural Systems*

*Natural Linkages*

*It should be noted that this Ecosystem Framework incorporates and refines the components of the Regional Greenlands System, as defined in the Region of Peel Official Plan, in a manner which conforms with the environmental policy directions contained in the Region of Peel Official Plan.*

3.2.3.1.2 *The ecosystem components identified as Supportive Natural Systems and Natural Linkages on Table 3.1 of this Plan perform vital local ecosystem functions, and play a crucial role in supporting and enhancing the form, function and integrity of Natural Core Areas and Natural Corridors. These systems are subject to the general environmental policies and performance measures of this plan.*

*Through further review of these systems, as required by the general environmental policy performance measures, appropriate levels of protection and management will be identified.*

*It may be determined upon this review that components of Supportive Natural Systems and Natural Linkages satisfy the criterion for Natural Core Areas or Natural Corridors, or should be incorporated into the core/corridor due to identified ecosystem functions, sensitivities and linkages. Such areas will be redesignated in accordance with the applicable provisions of this plan, particularly Sections 3.2.5 and 5.7 and will be subject to the provisions of this Plan relating to Natural Core Areas and Natural Corridors. Within the ORMCPA and the Greenbelt Plan Area, these Performance Measures are supplemented by the detailed policies contained in Section 7.10 and Section 7.13 respectively.*

Section 3.2.4 of the COP provides general policies regarding the implementation of the Town's ecosystem principles, goals, objectives and planning strategy. The following general policies apply to the subject site:

- 3.2.4.1 *All development and uses shall be subject to the ecosystem principle, goal, objectives, planning strategy, policies and performance measures contained in this Plan.*
- 3.2.4.3 *The Ecosystem Framework shall contain: Natural Core Areas; Natural Corridors; Supportive Natural Systems; and Natural Linkages, and each category shall be comprised of the ecosystem components identified in Table 3.1.*
- 3.2.4.5 *Supportive Natural Systems and Natural Linkages shall be subject to the general policies of Section 3.2.4 and the performance measures of Section 3.2.5, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.*
- 3.2.4.6 *All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.*
- 3.2.4.7 *All development proposals containing Supportive Natural Systems and Natural Linkages may be required to conduct environmental studies/investigations, up to, and including, an EIS and MP, and the precise extent of required studies/investigations shall be determined jointly by the Town and other relevant agencies and shall normally include preconsultation with an applicant.*
- 3.2.4.12 *Naturally occurring hazards, such as flooding, erosion and slope instability, which have the potential to negatively affect human health and property, shall be addressed through the planning process to the satisfaction of the Town and other relevant agencies. Where such hazards occur on lands within Natural Core Areas and Corridors, they are designated EPA and are subject to the detailed land use policies contained in Section 5.7. Where such areas are not designated EPA, hazard issues are to be addressed in accordance with the performance measures contained in Section 3.2.5 and the requirements of other relevant agencies, and specific restrictions/conditions may be placed on development in order to achieve this policy.*
- 3.2.4.14 *The Town shall encourage innovative development patterns and techniques which support and strengthen the ecosystem goals, objectives, policies and performance measures contained in this Plan.*

Section 3.2.5 of the COP provides policies as they relate to environmental performance measures. The following policies are applicable to the subject site:

- 3.2.5.1 *All development within the Town of Caledon must satisfy these performance measures. New development adjacent to an EPA will address the performance measures through the required EIS and MP. New development outside of these areas will be required to demonstrate adherence to the policies and performance measures of this plan through the completion of appropriate investigations and studies, or through specific implementation requirements, as determined jointly by the Town and other relevant agencies, prior to any approvals being granted. This may include the completion of an EIS and MP. These performance measures are additive. Where two or more of the listed features coincide, the performance measures applicable to each feature shall be addressed.*
- 3.2.5.2 *In addition to the Town's performance measures, proponents of development will be required to satisfy all applicable technical performance standards, as established from time to time, by other review agencies.*



*Refer to Section 6.6.3.1 of this Plan for further policies respecting conformity requirements between the policies of this Plan and the policies of the PPS and Provincial Plans.*

- 3.2.5.3.2 New development will not be permitted in Other Woodlands unless it can be demonstrated that such development will not result in the degradation of ecosystem integrity, to the satisfaction of the Town and Ministry of Natural Resources and Forestry, or other delegated approval authority.*
- 3.2.5.3.5 Management and restoration of Woodland Core Areas and Other Woodlands shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any relevant policies or guidelines established by the Ministry of Natural Resources and Forestry, the Conservation Authority, the Niagara Escarpment Plan, where applicable, or other delegated Authority. Management and restoration of woodlands shall generally be implemented through an approved Forest Management Plan, or comparable document, and shall be guided by the principles of Good Forestry Practices.*
- 3.2.5.9.1 New development within the Significant Habitat of Threatened and Endangered Species is prohibited in accordance with Section 5.7, with the exception of the permitted uses as specified in policy 5.7.3.1.2 or as may be permitted in accordance with provincial and federal legislation and policies (e.g. Endangered Species Act).*
- 3.2.5.9.2 The Significant Habitat of Threatened and Endangered Species, which are not currently included within the EPA designation, shall be identified by the Ministry of Natural Resources and Forestry on a need to know basis, and shall be excluded from development and redesignated to EPA, as required by the MNR, or other agency with delegated jurisdiction.*
- 3.2.5.9.3 Management and restoration of sites containing threatened and endangered species shall adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as any policies or guidelines established by the Ministry of Natural Resources and Forestry and the Niagara Escarpment Plan, where applicable.*
- 3.2.5.13.1 New development must ensure that the quality and quantity of groundwater recharge and discharge and the flow distribution of groundwater (including ground water - surface water interconnections and contributions to stream base flow) are protected, maintained, and, where appropriate, enhanced and restored.*
- 3.2.5.15.1 The Town encourages the conservation of steep slopes and slope instability areas.*
- 3.2.5.15.3 Slopes which possess inherent instabilities or other characteristics that may pose a serious threat to human health and property shall generally be excluded from development and placed in an appropriate restrictive designation such as EPA.*
- 3.2.5.15.4 The alteration of existing slopes and landforms shall be minimized, and significant topographic features shall generally be preserved and incorporated into new developments as appropriate.*

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## SUMMARY

**The proposed development will conform to the applicable policies of the COP with respect to the ecosystem planning and management.** The proposed development is located adjacent to woodlands and a significant valley corridor (the Humber River Corridor). As outlined in the EIS, the proposed development provides an 8.8 m average dripline buffer to the existing woodlands. An average buffer is proposed, as the backyard amenity area of Units 6 to 12 encroach into the required 10 m dripline buffer. The EIS states that impact of the encroachment into the buffer is expected to be minimal due to the species composition of the woodland, which is predominantly comprised of invasive/non-native species, and most encroachments will occur within backyards. As per discussions with the TRCA, they are considering this reduced, average buffer approach provided ecological enhancements are proposed to make up for the net buffer reduction. Ecological enhancements have been recommended in the EIS to provide an overall net gain to the area.

In addition, the EIS has identified the subject site as having potential to contain suitable habitat for species at risk (SAR), including bats and snakes. The restoration plan prepared by GRA recommends several ecological enhancements such as the implementation of artificial planks, rock piles, stumps, leaf and sand mounds, and brush

piles to be incorporated into the development plan for snake hibernacula. To address the SAR, bat boxes and simulated loose bark are recommended to be installed to create habitat for the identified SAR. The EIS concludes that the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports, and the overall natural heritage system of the Town of Caledon. As such, the proposed development will conform with policies in Section 3.2 with respect to the protection, maintenance, and enhancement of ecosystem functions.

Furthermore, the proposed development will conform to the policies related to slope stability and ecosystem integrity, as outlined in the geotechnical work prepared by Soil Engineers Ltd. The proposed development will be setback from the LTSTOS as recommended by the OMNR guidelines. The proposed development will be located outside of the 6.0 m buffer, except at the entry of the development site where the buffer is only 1.95 m. As per discussions with the TRCA, they are considering this approach pending appropriate technical justification. The submitted geotechnical work prepared by Soil Engineers Ltd., as described in **Section 4.3** of this report provides justification supporting the proposed LTSTOS buffer.

## 5.4.2 GROWTH MANAGEMENT

The COP establishes a hierarchy of settlements to implement the Town’s growth management strategy through Section 4.1. This is depicted on Schedule A1 – Town Structure of the Official Plan, as demonstrated in **Figure 10**. Accordingly, the subject site is within lands designated as a “Rural Service Centre”, specifically the Bolton Rural Service Centre.



**Figure 10: Excerpt from Schedule A1 – Town Structure (Town of Caledon Official Plan, April 2018)**

The subject site is located within an area prioritized for development in accordance with the following policies:

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

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

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

*The Rural Service Centres are Mayfield West, Bolton and Caledon East.*

4.1.1.3.3 *Development of settlements will take place in accordance with the population allocations and policies of Section 4.2.4 Population and Employment Forecasts, Chapter 5 Land Use Policies and Chapter 7 Secondary Plans and Other Detailed Area Policies*

To implement the Town’s settlement hierarchy, Section 4.2.1 introduces growth management and intensification policies that are consistent with the 2006 Growth Plan. The Town is a primarily rural municipality. Therefore, intensification is directed within the built-up area as defined by the Province. Specifically, Section 4.2.1 states that, “opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre [...]”.

Additional policies for intensification that are applicable to the subject site include:

4.2.1.3.1 *Caledon will encourage intensification within the built-up area and undelineated built-up areas shown on Figure 1 of this Plan and will work to overcome barriers to intensification, where consistent with Section 3 of the Provincial Policy Statement.*

4.2.1.3.3 *Caledon will permit and encourage compatible forms of intensification in existing residential neighbourhoods and the rural area such as Apartments-in-Houses, coach houses (apartments above garages), and duplexes in accordance with Section 5.10.3.14 of this Plan.*

4.2.1.3.4 *To 2031, the minimum amount of residential development allocated within the built-up area shall be 1,500 units.*

Sections 4.2.4 to 4.2.6 provide population forecasts and related population allocations within specific settlements and land use areas. This includes the Town of Caledon at large and designated Rural Service Centres. For example, Table 4.2 in the COP (see **Table 5** below) demonstrates that Rural Service Centres will account for 96% of population growth in the Town of Caledon between 2021 and 2031.

Notably, Table 4.3 in the COP (see **Table 6** below) demonstrates that the Bolton Rural Service Centre will account for approximately 58% of the total Rural Service Centres population growth between 2021 and 2031, equivalent to approximately 56% of the growth in the Town of Caledon over the same period.

**Table 5: Town of Caledon Official Plan Table 4.2 - Population Allocations by Settlement Category or Land Use Area**

Settlement Category or Land Use Area	2021 Population	2031 Population
Rural Service Centres	54,825	75,054
Villages	7,428	7,428
Hamlets	1,343	1,343
Industrial/Commercial Centres	175	175
Palgrave Estate Residential Community	4,865	5,371
Rural Lands and Prime Agricultural Area and General Agricultural Area	18,365	18,629
<b>Total</b>	<b>87,001</b>	<b>108,000</b>

**Table 6: Town of Caledon Official Plan Table 4.3 - Population Allocations - Rural Service Centres**

Population Allocations	2021 Population	2031 Population
South Albion-Bolton	28,234	39,898

Caledon East	8,412	8,412
Mayfield West	18,179	26,744
<b>Total</b>	<b>54,825</b>	<b>75,054</b>

**SUMMARY**

**The proposed development will conform to the growth management framework established for the Town of Caledon.** The subject site is located within a Rural Service Centre (identified as the South Albion-Bolton Rural Service Centre in COP Table 4.3), which is established as the focus of new residential growth for the Town through Section 4.1.1. Further, the proposed development provides an opportunity for intensification within the built-up area, as encouraged through Section 4.2.1. The proposed development reflects a form of intensification that is compatible with the development pattern in the neighbourhood. The proposed built form, scale and massing provides a transition to the large lot to the south which includes a 2-storey single-detached dwelling. To the south of that lot, is a residential condominium development consisting of single-detached bungalow dwellings with similar compact, urban form as the proposed development. On the east side of Nunnville Road, there are more traditional existing and proposed 2-storey single-detached dwellings. Given the context of the variable nature of the existing and proposed developments, combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion that the proposed development is compatible with the existing community.

**The proposed development will support the Town of Caledon to achieve its minimum population targets for the planning period,** as provided through Table 4.3 of the COP. As established, the Town's Rural Service Centres are to account for the greatest proportion of population growth for the Town of Caledon over the COP's planning period. Notably, the subject site is located within the Bolton Rural Service Centre, which is to account for the greatest share of total Rural Service Centre population growth between 2021 and 2031 according to Sections 4.2.4 to 4.2.6 of the COP. It is noted that the Town has accounted for the allocated amount of residential development of 1,500 units for the built-up area by 2031 as per Policy 4.2.1.3.4. However, this target is a minimum target. The proposed development will support this minimum target by proposing housing density on a site which can be serviced by existing and proposed infrastructure.

The new Region of Peel Official Plan sets out a target that requires that a minimum of 5% of the residential development within the delineated built boundary must occur in the Town of Caledon by 2051. This target is reflected in the draft COP and the draft Caledon Housing Pledge which are described in **Sections 5.4.8 and 5.6.2** of this report. As part of Bill 23, the Province assigned a housing target of 13,000 units by 2031 to be achieved by the Town of Caledon. The Planning and Development Committee endorsed the draft Housing Pledge on February 21, 2023, subject to conditions, and will be bringing it forward for approval in an upcoming Council meeting. As such, the proposed 15 dwelling units are appropriate and continue to support Caledon's minimum population targets for the planning period.

**In summary, the proposed development represents an appropriate form of intensification within the built-up area** that has regard for the scale and type of housing in the adjacent neighbourhood. The proposed development contributes to the Town achieving their minimum residential development allocation target for the built-up area.



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### 5.4.3 SETTLEMENTS

As established, the COP provides a hierarchy of settlements within the Town to guide growth and development. Through Policy 5.10.3.27.1, the COP permits the creation of Policy Areas within settlement areas to designate lands that may be subject to specific constraints including timing, servicing and other factors. Accordingly, the subject site is situated within settlement lands designated “Rural Service Centre” as shown in **Figure 10**.

Therefore, the overarching settlement policies provided through Section 5.10 apply to the subject site, including policies specific to Rural Service Centres (Section 5.10.4) and the Bolton Rural Service Centre (Section 5.10.4.5).

General policies that apply to all settlement areas within the Town of Caledon are provided in Section 5.10.3. They include the following:

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

- a) *Rural Service Centres - compact, well-integrated, rural towns that provide the widest range of goods and services to residents within the centres, and residents in a larger geographic area of the Town;*

5.10.3.4 *Development of settlements will take place in accordance with the population allocations and policies of Chapter 4.*

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

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

5.10.3.7 *Development shall conform to any approved settlement Master Drainage Plan, to the satisfaction of the Town and the applicable Conservation Authority.*

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

5.10.3.12 *Accessibility of all buildings for handicapped persons will be encouraged.*

5.10.3.13 *The potential for crime will be minimized through the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

5.10.3.14 *Residential intensification will generally be permitted in settlements where:*

- a) *The site or building can accommodate the form of development proposed, including appropriate consideration for environmental and heritage resources, and compatibility with the surrounding community;*
- b) *The existing and planned services in the community can support the additional households; and,*
- c) *The potential demand for the type(s) of housing proposed can be demonstrated, based on the housing needs of the municipality as identified through an appropriate housing study.*

5.10.3.19 *Creation of three or more adjacent lots shall generally occur by registered plan of subdivision or registered plan of condominium.*

As established, the COP permits the creation of Policy Areas within settlement areas to designate lands that may be subject to specific constraints. In accordance with Policy 5.10.3.27.7 and Section 5.10.4, Rural Services Centres are a designated Policy Area.

Section 5.10.4.1 reiterates that Rural Service Centres are designated as the primary growth areas and the focus for the majority of new residential and employment growth. Per Policy 5.10.4.5.1, “Bolton is designated as a Rural Service Centre in recognition of its traditional role in servicing the surrounding rural area and smaller settlements, in addition

to providing for additional new opportunities relating to service provision, housing mix and employment opportunities in the east part of the Town.”

Policy 5.10.4.5.2.8 establishes context for residential developments proposed in Bolton and elsewhere. This policy indicates that such developments, including residential intensification, will be considered in the context of Policy 5.10.3.27.8 a) and b), which state:

*5.10.3.27.8 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:*

- 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 rights-of-way, parks, school sites, Environmental Policy Area, and Open Space Policy Area:*

Density Category	Net Density Range	Housing Types
Low	Up to 30 units / net hectare	Detached; Multiples
Medium	30-44 units / net hectare	Detached; Multiples
High	45-87 units / net hectare	Multiples; Apartments

[...]

- b) *The following locational criteria will be applied to low, medium and high density housing development:*
- i. *Low Density Housing:*
    - *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.*
  - ii. *Medium Density Housing:*
    - *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.*
  - iii. *High Density Housing:*
    - *located either on or in close proximity to arterial or collector roads;*
    - *located closer to commercial/institutional uses than lower density housing;*
    - *located close to or adjacent to parks and open spaces.*

Policy 5.10.3.27.4 relates to the general policies for the phasing of development in Policy Areas. The policy states that the release of lands for development shall be phased within individual settlements in accordance with the following:

- a) *The population allocations for the settlement;*
- b) *The progress towards achieving the employment forecasts for the Town;*
- c) *The orderly development of the Policy Areas in a manner that optimizes efficient provision of services and avoids fragmented development;*
- d) *The availability of services such as water and sewer, road, fire and police protection, schools, and other community services such as recreational facilities; and,*

- e) *The phasing policies of Section 6.2.*

Accordingly, Section 6.2 contains the policies for the Planning and Development Review Process. Section 6.2.17 relates to phasing and includes the following policies:

6.2.1.7.1 *The Town may phase the release of lands for development purposes in order to:*

- a) *Optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;*
- b) *Safeguard and enhance the financial health of the municipality; and*
- c) *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.*

6.2.1.7.2 *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:*

- a) *Financial*

*Improving the overall tax base on a net basis, or avoiding decreasing service standards and the imposition of undue increases in taxation;*

- b) *Support to Existing Infrastructure*

*Infilling or rounding out of existing communities, making use of existing underutilized facilities, and expediting the completion of partially completed facilities;*

- c) *Piped Sewer and Water Services*

*The availability and efficiency of piped services from a Town and Region perspective;*

- d) *Transportation Services*

*The ready and economical provisions of roadway facilities;*

- e) *Parkland and Community Services*

*The satisfaction of Town and Regional requirements for parkland or community services;*

- f) *Consistency with Housing Needs*

*Supporting the provision of a housing supply consistent with market demand and with the needs of those who live or work within the Town;*

- g) *Environmental Concerns*

*The greatest freedom from noise, vibration, air, and water pollution and causing the least adverse impact on the natural environment;*

- h) *School Related Concerns*

*Maintaining or helping to achieve acceptable levels of school facilities;*

- i) *Agricultural Concerns*

*Having the least impact on agricultural land, being contiguous to existing development, and not encroaching on large units of underdeveloped agricultural lands;*

- j) *Consistency with Official Plan Policies*

*Consistency with Official Plan policy, other than the preceding criteria; and*

- k) *Application Date*

*Among developments which are rated relatively evenly on all other criteria, the earliest application date will be favoured.*

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## **SUMMARY**

**The proposed development will conform with the applicable COP settlement policies.** The proposed residential development is situated on lands located within a Rural Service Centre. Rural Service Centres are designated through the COP as the primary growth areas and the focus for the majority of new residential development. The proposed development will support the development of the Bolton Rural Service Centre as a compact, well-integrated area.

**The proposed development will occur in an orderly manner that makes efficient use of services.** As confirmed by the Functional Servicing and Stormwater Management Report and the Transportation Impact Assessment prepared by Crozier, the subject site can be serviced from a transportation, and municipal water and sanitary sewer infrastructure standpoint. The Client has agreed to upgrade the existing 150 mm diameter watermain on Nunnville Road to a new 200 mm diameter watermain. This upgrade will allow for sufficient fire flow protection on the subject site. The subject site is located within a neighbourhood with access to recreational facilities and services. The proposed development will be accessed through the existing driveway apron which connects to Nunnville Road. As concluded in the civil and transportation engineering supporting studies, the proposed site access, supported by existing road infrastructure, will be sufficient to serve the proposed development.

**The proposed development will provide a compatible land use pattern and scale of development relative to the surrounding neighbourhood.** The subject site is surrounded by low density residential development to the south and woodlands to the north, east and west. However, it should be noted that the subject site is located within its own enclave where the proposed townhouse blocks will create their own immediate context. The following is a summary of how development compatibility will be provided on the subject site:

- **Adjacent Residential Property (13286 Nunnville Road):** This large lot property consists of a 2-storey single detached dwelling and 1-storey garage. The proposed development will have a side-yard relationship with this property, where the attached double-car garage of the property will align with the proposed private roadway and front yard of Unit 12. The proposed built form, scale and massing of the proposed development will be compatible and provide a transition to this property. In addition, a 1.7 m wood privacy fence is proposed to be constructed on top of a 1.0 m retaining wall along the common property line of the properties to allow for privacy and to minimize impacts of light from vehicles using the private roadway. The draft ZBLA proposes an interior side yard setback of 1.4 m (Unit 13) and 1.8 m (Unit 12) which will provide a larger setback condition than the minimum 1.3 m setback requirement that is permitted in the existing zone of the subject site, adjacent residential property (R1-56), and that exists in the neighbourhood (0.6 and 1.2m setbacks permitted on Bateman Lane and Clover Bend Terrace). The draft ZBLA also proposes a maximum height of 12 m which is only 1.5 m higher than the permitted maximum height of 10.5 m, therefore providing an appropriate transition. The proposed development standards create a building relationship which is typical in an urban area.
- **Residential Developments to the South:** To the south of 13286 Nunnville Road, is a residential condominium development consisting of single-detached bungalow dwellings with a similar compact, urban form as the proposed development. On the east side of Nunnville Road, there are more traditional, existing and proposed 2-storey single-detached dwellings. The proposed development will be of similar architectural design to the recently approved subdivision.
- **Woodlands to the North, East, and West:** The proposed development reflects LTSTOS and dripline buffers based on feedback from the TRCA, and findings in the supporting studies, specifically, the EIS and geotechnical work prepared by Soil Engineers Ltd. The proposed buffers, along with ecological enhancements, will ensure compatibility with the surrounding natural heritage system.

Given the context of the various existing and proposed developments, combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion the proposed development is compatible with the existing community. The proposed townhouse development will contribute to housing variety which supports a more diversified and complete neighbourhood.

**The proposed development will support pedestrian activity and accessibility.** The proposed development will include a sidewalk that will connect the subject site to Nunnville Road and improve pedestrian movement and access to the surrounding community. The orientation of the proposed development and proposed lighting will allow for a safe, pedestrian-friendly streetscape. The proposed development will support accessibility by providing a sidewalk that meets AODA standards and universal design options to prospective purchasers. This design option meets the intent of the Town's universal design policies by providing new residential units within intensification areas with universal and accessible design features.

**The proposed development will support the Town in achieving its population allocations and intensification within the Bolton Rural Service Centre.** The proposed development will conform with Policy 5.10.3.4, which requires that the development of settlements take place in accordance with the population allocations and policies of Chapter 4 of the COP. As discussed in **Section 5.4.2** of this report, COP Chapter 4 designates Rural Service Centres as the primary focus of growth and development. The proposed development will support the Town's population allocations by facilitating intensification and growth within the Bolton Rural Service Centre.

**The proposed development will support the locational criteria for medium density housing development.** The proposed development qualifies as a medium density development as it provides a total density of 40 units per net hectare. The subject site is located within 500 meters of Albion Vaughan Road and King Street East, which are both identified as arterial roads, and Old King Road and Nunnville Road, which are collector roads, according to Schedule J of the COP (see **Figure 11**). The subject site is also located in proximity to parks, schools and commercial facilities.

**This policy analysis confirms that the proposed development will conform with the general policies for the phasing of development in Policy Areas.** The proposed development is compliant with the criteria provided through Policy 6.2.1.7.2 of the COP, including supporting existing and planned infrastructure and the efficient use of piped services, contributing to the provision of housing, and having minimal to no impact on the surrounding environmental uses.

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## 5.4.4 HOUSING

The Town recognizes the need to create opportunities for a diverse range and mix of housing types, densities and tenure to provide for the current and future needs of a diverse population. The housing policies reflect the Town's rural-based community as well as the need to transition towards an urban landscape.

Consistent with the COP growth management policies, the Town encourages the creation of diverse housing types and tenures where there is sufficient existing or planned infrastructure through the policies of Section 3.5.

The following policies are applicable to the subject site and proposed development:

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

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

*3.5.3.8.1 When making planning decisions, the Town will encourage the use of universal design features for new residential development, redevelopment and intensification.*

*3.5.3.9.1 The Town shall promote and foster energy efficient housing in new development, redevelopment and intensification.*

*3.5.3.9.2 The Town shall work with development interests and home builders through the planning approvals process to promote the adoption of additional green standards beyond the minimum required by the Ontario Building Code to support energy conservation and energy efficient housing.*

*3.5.3.10.1 Criteria for Apartments-in-House*

- a) An Apartment-in-House shall be permitted within a detached, semi-detached, duplex or link house and is located on residentially designated lands within the Rural Service Centres of Bolton, Mayfield West and Caledon East, on lands within Villages and Hamlets where the primary use is residential, or located on lands identified as Prime Agricultural Area and General Agricultural Area, Rural Lands, Rural Estate Residential*

*Area, Policy Area 1, 2 or 3 within the Palgrave Estate Residential Community, or Environmental Policy Area lands within the Town of Caledon in accordance with the policies of this Plan, the provisions of the Comprehensive Zoning By-law, and where required, the approval of the Building Department and/or the appropriate conservation authority*

- d) *Apartments-in-Houses should generally have a minimum size of 32.5 m<sup>2</sup>.*
- e) *Apartments-in-Houses should generally be restricted to a maximum size of 30% of the detached, semi detached, duplex or link house excluding the cellar and private garage.*
- f) *An Apartment-in-House will be registered in the Town's Apartment-in-House Register.*

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## SUMMARY

### **The proposed development will conform with the housing policies contained in Section 3.5 of the Official Plan.**

It will introduce a housing form that does not currently exist in the immediate neighbourhood or Town which will add to the range and mix of housing types, and will utilize existing and planned infrastructure and public facilities. The proposed development will contribute to providing affordable housing to the Town through intensification and subsequently increasing the supply of more housing on the market. The proposed development will support the provision of a diverse range of residential housing types in the Town which will improve the variety of housing options available to existing and future residents and will better accommodate a range of life-stages and housing needs. Universal design features and floor plans will be made optional to purchasers of all units at the time of sales to accommodate the buyer's needs, aimed to assist seniors, persons with special needs or multi-generational households.

The proposed development will be built to Building Code standards and support green development standards by proposing a compact community design that offers more diverse housing options which enables greater walkability, and a design which supports the surrounding natural heritage system. Opportunities for energy conservation will be reviewed through the site plan control process.

Regarding opportunities to add additional residential units in each unit of the proposed development, on October 25, 2022, the Province introduced Bill 23, the *More Homes Built Faster Act, 2022* (Bill 23). This new amendment allows landowners to add up to three residential units "as of right" on a parcel of urban residential land. Bill 23 would allow for additional residential units on-site; however, the Town's current Zoning By-law requires one parking space per additional residential unit. The site design, as currently contemplated, only anticipates two parking spaces per lot and therefore cannot accommodate additional residential units as proposed. A reduction of proposed dwelling units would be required to accommodate enough parking to satisfy the parking requirements for both the principle building and any additional residential unit. Given that additional residential units are not guaranteed dwelling units, a reduction of dwelling units is not recommended at this time. The proposed development as contemplated will conform to the Town's housing policies.

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### 5.4.5 ENVIRONMENTAL POLICY AREA (EPA)

Section 5.7 of the Town of Caledon Official Plan establishes policies with respect to lands designated as Environmental Policy Area (EPA). As shown in **Figure 12**, the subject site includes lands designated "Environmental Policy Area". The proposed development does not encroach into the designated EPA lands. The COP establishes the following policies for designated EPAs:

- 5.7.3.1.1 *New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in Policy 5.7.3.1.2.*
- 5.7.3.1.2 *The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure. Detailed policies with respect to each of these permitted uses are provided in Sections 5.7.3.2 to 5.7.3.7 inclusive.*



- 5.7.3.1.3 *All lands designated EPA in this Plan shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation. Where EPA lands occur within the Niagara Escarpment Development Control Area, and are, therefore, not subject to municipal zoning, the Town shall implement the provisions of the EPA designation through the Development Control process, as appropriate. Where lands designated EPA are located within the ORMCPA or the Greenbelt Protected Countryside designation, the implementing Zoning Bylaw shall also implement the requirements of the ORMCP or the Greenbelt Plan, as applicable, as contained in Sections 7.10 and 7.13 respectively. In addition to the uses permitted under Section 5.7.3.1.2, Council may decide to recognize other legally existing uses within EPA as permitted uses on a site specific basis.*
- 5.7.3.1.4 *As more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies.*
- 5.7.3.1.5 *Major modifications to the limits of lands designated EPA on the Schedules to this Plan, including major additions or deletions, shall only occur through an amendment to this Plan.*
- 5.7.3.1.7 *The expansion of existing settlement areas to include EPA will generally be discouraged unless it can be demonstrated that such an expansion would adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures*
- 5.7.3.1.8 *In order to facilitate environmental conservation and management, the Town generally discourages fragmentation of ownership of EPA lands and shall strive, through the planning process, to ensure that EPA lands are retained in larger privately or publicly owned blocks.*
- 5.7.3.1.9 *It is not intended that all EPA lands shall be purchased or otherwise brought into public ownership, nor that all EPA lands shall be open and accessible for public use. However, it may be determined that certain EPA lands should be in public ownership or accessible to the public. In such cases, the Town, or other relevant agencies, shall explore options for bringing these lands into public ownership or providing appropriate public access to these lands.*
- 5.7.3.3.1 *New lots wholly within EPA will not be permitted unless such lots are being proposed for non-development purposes (eg: lot line adjustments; severance for conveyance to a public agency) and will not lead to conflict with the environmental provisions of this plan or other relevant agencies.*
- 5.7.3.3.2 *New lots which include a portion of EPA, or are adjacent to EPA, may be permitted, subject to the approval requirements recommended by the Town and other relevant agencies. However, in such instances, the applicant will be required to demonstrate, to the approving authority, that the application will adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as the applicable policies of other relevant agencies. The applicant shall demonstrate this, prior to approval, by carrying out such environmental investigations, up to and including the completion of an Environmental Impact Study and Management Plan, as may be recommended by the Town and other relevant agencies.*
- 5.7.3.5.1 *New public and private infrastructure will not be permitted in EPA, with the exception of essential infrastructure which may be permitted subject to approval requirements of the Town and other relevant agencies. In such circumstances, an EIS and MP shall be prepared which demonstrates that all reasonable alternatives to locating the proposed infrastructure outside of EPA have been explored, that the Town's ecosystem principle, goal, objectives, policies and performance measures have been adhered to, to the greatest extent possible, and to recommend appropriate mitigation, restoration and management measures.*
- 5.7.3.7.1 *Proposed new development adjacent to EPA will be required to complete an Environmental Impact Study and Management Plan (EIS and MP) to the satisfaction of the Town and other relevant agencies.*
- 5.7.3.7.3 *Where the EIS and MP identifies certain additional lands as being critical to the sustained integrity of EPA, such lands shall generally be excluded from the development and shall be incorporated into an appropriate land use designation such as EPA. Such lands shall then be subject to the policies and performance measures pertaining to EPA, or as determined appropriate.*

## SUMMARY

The proposed development will conform with the intent of the EPA objectives and policies. The proposed development will create new lots outside of the lands within designated as EPA. As per Policy 5.7.3.7.3, the lands identified as being part of the dripline and LTSTOS buffer will be excluded from development and will be designated part of the EPA lands. These lands will be created as separate blocks on the Draft Plan of Subdivision and will be conveyed to the Town of Caledon. The proposed ZBLA, in Appendix B, will expand the area currently zoned as EPA1 lands to prohibit future development within the buffer areas. As detailed in the submitted EIS, the proposed development will incorporate mitigation measures and compensation opportunities to minimize impacts to the natural heritage features, including incorporating an average 8.8 m buffer from the dripline to the proposed development limits. To offset the buffer that cannot be achieved, ecological enhancements are recommended to provide an overall net gain to the area. The EIS concludes that with the implementation of mitigation measures, the proposed development is anticipated to have minimal impacts on the surrounding woodland and the ecological system that it supports.

The proposed development will conform with Policy 5.7.3.3.1 such that no additional units are being proposed within the existing EPA designated lands. The proposed development plan expands the currently designated EPA lands as it will include the dripline and LTSTOS buffers. In addition, the proposed development will conform with Policy 5.7.3.5.1 as per the EIS, the proposed encroachment of the driveway/entrance into the dripline and LSTOS buffers is anticipated to have minimal impacts. The proposed driveway/entrance space will also be excluded from the EPA designation in the draft OPA.

### 5.4.6 TRANSPORTATION

The primary road network for the Town's transportation system is established through Schedule J – Long Range Road Network to the COP. The COP recognizes the important relationship between existing and future development and all transportation modes and their elements. Generally, the COP establishes policies to provide for an adequate network of roads, highways, transit, pedestrian, bicycle and rail links between the Town and adjacent municipalities, among other objectives.

As demonstrated on **Figure 11**, the subject site is located on Nunnvile Road which is identified as a collector road and in proximity to Albion-Vaughan Road which is identified as a medium capacity arterial road and proposed Bolton Arterial Route (BAR).

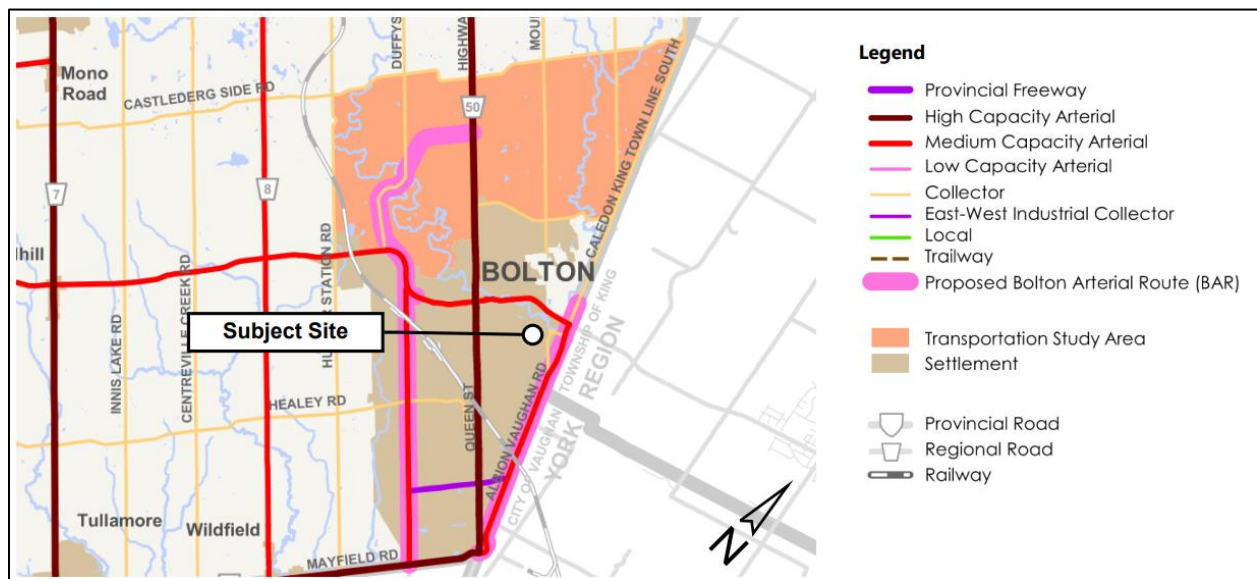


Figure 11: Excerpt from Schedule J – Long Range Road Network (Town of Caledon Official Plan, April 2018)

The following policies are applicable to the subject site and proposed development:

- 5.9.4.3 *This Plan recognizes that the primary mode of individual travel during the plan period will be the automobile although the Town shall endeavour to provide for a holistic transportation system comprising all modes and related elements.*
- 5.9.4.4 *Adequate transportation infrastructure shall be made available to service new development, in order to ensure the safe and efficient movement of traffic.*
- 5.9.5.2.9 *The road network will be based on the following functional classification system as shown on Schedule J:*
- a) **COLLECTORS**
    - i. *Are roadways under the Town's jurisdiction.*
    - ii. *Serve low to moderate volumes of short distance traffic between local and arterial roads.*
    - iii. *Provide individual property access with some limitations.*
    - iv. *Will generally have a 20 to 26 metre road allowance with 2 to 4 lane capability.*
    - v. *On-street parking may be permitted.*
- 5.9.5.2.10 *The collector and local roads on the Schedules of this Plan are for orientation purposes only and such indications do not constitute designations of such roads in the Official Plan and therefore will not require any amendments in the event that the location of such roads is changed.*
- 5.9.5.3.1 *The construction of new collector and local roads within the Town of Caledon will conform to the recommended geometric design standards for the Town of Caledon. The reconstruction of existing Town roadways will conform to tolerable standards agreed to between the Province and the Town. Construction standards for arterial roadways will be dictated by the jurisdictional authority. Any costs associated with design, road construction, and transportation improvements necessitated by any subdivision of land, development or redevelopment will be the responsibility of the developer either directly, or through appropriate Development Charges. The Town will determine by agreement the design and associated costs.*

Lastly, the subject site is located within the Bolton South Hill Secondary Plan Area. A comprehensive discussion of the relevant and applicable policies for this Secondary Plan Area is provided in **Section 5.4.7** of this report. However, it is important to note that policies for the Bolton South Hill Residential Area provided through Section 7.2.5 encourages residential development adjacent to collector roads (Policy 7.2.5.1.3).

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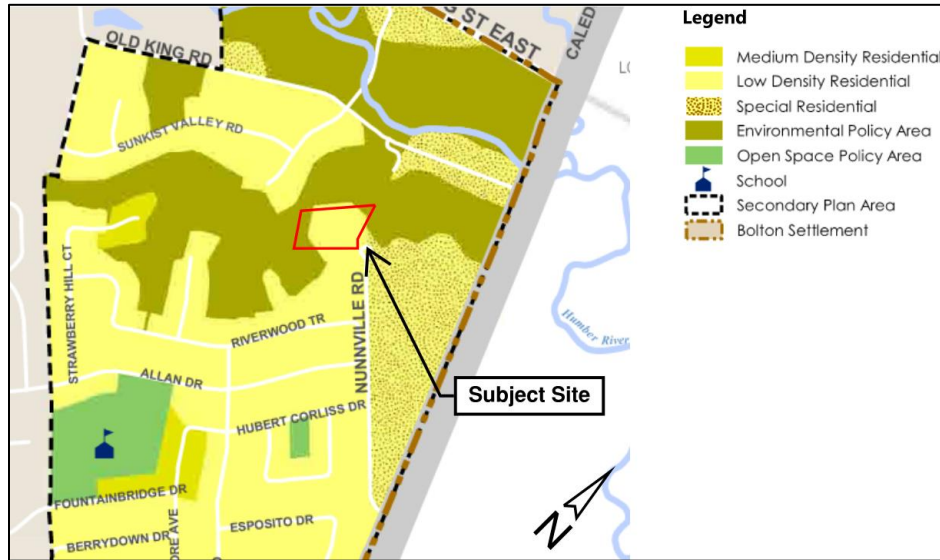
## SUMMARY

**The proposed development will conform with the transportation policies of the COP.** The subject site is located off of a collector road which is identified solely for orientation purposes in the COP. The COP does not contemplate designation of collector roads. However, in alignment with Policy 7.2.5.1.3, the proposed development presents an opportunity for residential development adjacent to collector roads. The development is front facing, proposes landscaping along the driveway apron entrance, and provides fencing to ensure privacy concerns are addressed. It should be noted that the proposed development is expected to have a negligible impact on the surrounding road network, as confirmed by the Traffic Operations Assessment prepared by Crozier.

The proposed development will be accessed via the existing driveway apron which connects to the cul-de-sac on Nunnville Road. The driveway apron is proposed to be widened to accommodate the site entrance. Through this development application, it is proposed that the private roadway and existing driveway apron will be constructed and maintained by the Client and/or future condominium corporation. As illustrated by the civil and transportation engineering supporting studies, the proposed site access will be sufficient to serve the proposed development.

## 5.4.7 BOLTON SOUTH HILL SECONDARY PLAN

Through Policy 6.2.4.1, the Official Plan states that, “Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development activities”. **Figure 12** demonstrates that the subject site is located in the Bolton South Hill Secondary Plan Area and designated “Low Density Residential” and “Environmental Policy Area” as shown in COP Schedule C2 – Bolton South Hill Land Use Plan.



**Figure 12: Excerpt from Schedule C-2 – Bolton South Hill Land Use Plan (Town of Caledon Official Plan, April 2018)**

Section 7.2 provides direction for the development of the Bolton South Hill Secondary Area. The goals for the Bolton South Hill Area are described in Section 7.2.2 as follows:

- a) *To create an area that provides for the convenience, efficiency, safety and well-being of the present and future residents in the Bolton South Hill Area. To ensure that plans of subdivision and development proposals are compatible with adjacent land uses.*
- b) *To develop a road system that provides for the efficient and safe movement of people and goods in and out of the Bolton South Hill Area and one that is compatible with the long range transportation plans for the Bolton Settlement Area.*
- c) *To create neighbourhood structure that is linked by pedestrian and transportation systems to the centre of the settlement area, and to the parks, open space, and community facilities of the Bolton Settlement Area.*
- d) *To plan for an area which will provide for housing opportunities which meet the different needs and incomes of people within the context of low density community.*

General applicable policies for the Bolton South Hill Area are outlined in Section 7.2.4 as follows:

7.2.4.1 *The Bolton South Hill Area will be primarily a low density residential community with selected multiple housing areas and containing a broad range of neighbourhood uses including 2 school sites, 2 parks. The Land Use Distribution for the Bolton South Hill Area is provided in Table 7.1.*

7.2.4.2 *Development shall be fully serviced, except as specifically provided.*

7.2.4.3 *Energy conservation shall be promoted in the development of the Bolton South Hill Area.*



7.2.4.5 *In order to provide some medium and high density housing units in a low density community an approximate housing mix of 70% single-family and 30% medium and high density is proposed excluding the Special Residential Areas (Table 7.2).*

7.2.4.6 *There are certain sites specifically designated for medium and high density uses. These sites shall be included in calculating the housing mix. Total population for the South Hill Area is anticipated to be approximately 7,379. Approximately 2000 new dwelling units are proposed for the South Hill area excluding the Special Residential Area (Table 7.3).*

The subject site is located within the “Low Density Residential” designation. Therefore, the proposed development is subject to Bolton South Hill Residential policies provided through Section 7.2.5 and the Low Residential policies through Section 7.2.5.2. It should be noted that the proposed OPA seeks redesignation of the site from Low Density Residential to Medium Density Residential. Therefore, general policies as well as policies for both Low and Medium Density Residential are applicable to the subject site and considered below:

7.2.5.1.2 *The policies of Section 5.10 Settlements shall apply. Where there is a conflict between those policies and the policies of this secondary plan, the policies of the secondary plan shall prevail. Development of residential areas shall be based on a net basis where net hectare is defined to be exclusive of public rights-of-way, parks-school sites, environmental policy area and open space policy area.*

7.2.5.1.3 *Residential development adjacent to collector roads shall be encouraged to occur in such a manner that fencing and reverse frontages are not required. Preference will be given to developments which use berms and landscaping and service roads adjacent to collector roads.*

7.2.5.1.4 *Development shall be primarily by draft plan of subdivision although severances may be permitted on an infilling basis.*

7.2.5.1.5 *Development shall be fully serviced with the exception of lands within the Special Residential designation.*

7.2.5.1.6 *Development of medium and high density uses shall be subject to the site plan control provisions of Section 41 of the Planning Act, R.S.O. 1990, c. P.13.*

7.2.5.2.1 *Density in the Low Residential designation shall not exceed 16 units per net hectare.*

7.2.5.4.1 *Lands designated Medium Residential may be developed for medium residential uses with a density range of 16 to 37.1 units per net hectare.*

A portion of the subject site is located within the “Environmental Policy Area” designation. As such, the following policies in Section 7.2.7 apply:

7.2.7.1 *The policies of Sections 3.2.5 Environmental Performance Measures and 5.7 Environmental Policy Area shall be complied with.*

7.2.7.4 *Existing residential development is recognized and may be zoned for its existing use.*

Further to the general, environmental, and residential policies for the Bolton South Hill Area, Section 7.2.10 provides policy direction for staging and servicing:

7.2.10.1 *No specific phasing policy is proposed, however no final approval will be given to any parcel of land within the Bolton South Hill Area until such time as stormwater, piped water and sanitary sewer (except special residential) facilities necessary to serve the proposed development are available.*

7.2.10.3 *Development shall be in conformity with the master servicing and stormwater management plans prepared for the area; however, additional reports by qualified Engineers addressing storm, sanitary, water, noise attenuation transportation issues and hydro services may be required.*

7.2.10.5 *The final approval of specific development proposals will be based on the following:*

- a) *Orderly provision of services and facilities*
- b) *Sequential development of neighbourhood areas*
- c) *Provision of schools and parks*

- d) *Construction of the collector road system*
  - e) *Adequacy of the stormwater management system*
- 

## SUMMARY

**The proposed development will contribute to the general goals and policies for the Bolton South Hill Area as described through Section 7.2.2 and 7.2.4.** The proposed development will contribute to the neighbourhood structure as it will facilitate connections to the existing pedestrian and transportation systems and be fully serviced. Additionally, the proposed residential uses will provide for housing opportunities which are compatible with adjacent land uses. The proposed development will support green development standards by proposing a compact community design which enables greater walkability, and a design which supports the surrounding natural heritage system. Opportunities for energy conservation will be reviewed through the site plan control process. Therefore, the proposed development will support the general Bolton South Hill Secondary Plan goals and policies.

**An OPA is required to redesignate the site from Low Density Residential to Medium Density Residential to facilitate the development of 15 townhouse dwelling units with a proposed density of 40 units per net hectare.** This density calculation is in conformity with Policy 7.2.5.1.2 wherein net hectare is exclusive of public rights-of-way, parks-school sites, environmental policy areas and open space policy areas. An OPA is required as the proposed development exceeds the permitted density for the Low Density Residential designation of 16 units per net hectare, as stated in Policy 7.2.5.2.1. While the proposed development exceeds the density range allocated for lands designated Medium Density Residential (Policy 7.2.5.4.1 permits a range of 16 to 37.1 units per net hectare), the proposed development will conform with the broader policies of the COP. The implementation policies for the Bolton Hill Secondary Plan provided through Section 7.2.11 require that the policies are to be read in conjunction with the policies of the COP.

**Section 5.4** of this report provides an analysis of the proposed development relative to the COP. As demonstrated, the proposed development **will** conform with the broader policies of the COP as it promotes intensification within the built-up area in a manner that utilizes existing and planned infrastructure and is compatible with existing land use patterns and the community character (see **Section 5.4.3** of this report for a compatibility analysis). In addition, the proposed density falls within the range for medium density housing for Residential Policy Areas as per Policy 5.10.3.27.8(a) of the COP permitting a range of 30 to 44 units per net hectare. As such, the proposed density of 40 units per net hectare is not out of character for the Town more broadly and is lower than the upper range of 44 units per net hectare. The proposed development is also consistent with COP policy which recognizes that opportunities for intensification within the built-up area exist primarily in the Bolton Rural Service Centre. This intensification goal is further highlighted in the context of updated, new policies (e.g., Growth Plan, the new Region of Peel Official Plan).

Therefore, it is our planning opinion that the requested OPA to redesignate the site to Medium Density Residential is appropriate as it will contribute to the existing community structure while providing housing opportunities within an area designated for growth through the COP.

**The proposed development will conform with the general policies established for the Bolton South Hill Area through Section 7.2.4 as well as the servicing and staging studies through Section 7.2.10.** The subject site will be fully serviced as confirmed by the Functional Servicing and Stormwater Management Report prepared by Crozier. The existing 150mm diameter watermain on Nunnville Road will be upgraded to a 200mm diameter watermain to ensure that there will be sufficient fire flow protection for the proposed development. The proposed development will be one phase with no future expansion proposed to adjacent lands. It is located on an underutilized parcel of land within an area designated for growth. The proposed development will occur in an orderly manner that makes efficient use of existing and proposed servicing. The subject site is located within a neighbourhood with access to facilities, services, and recreational opportunities.

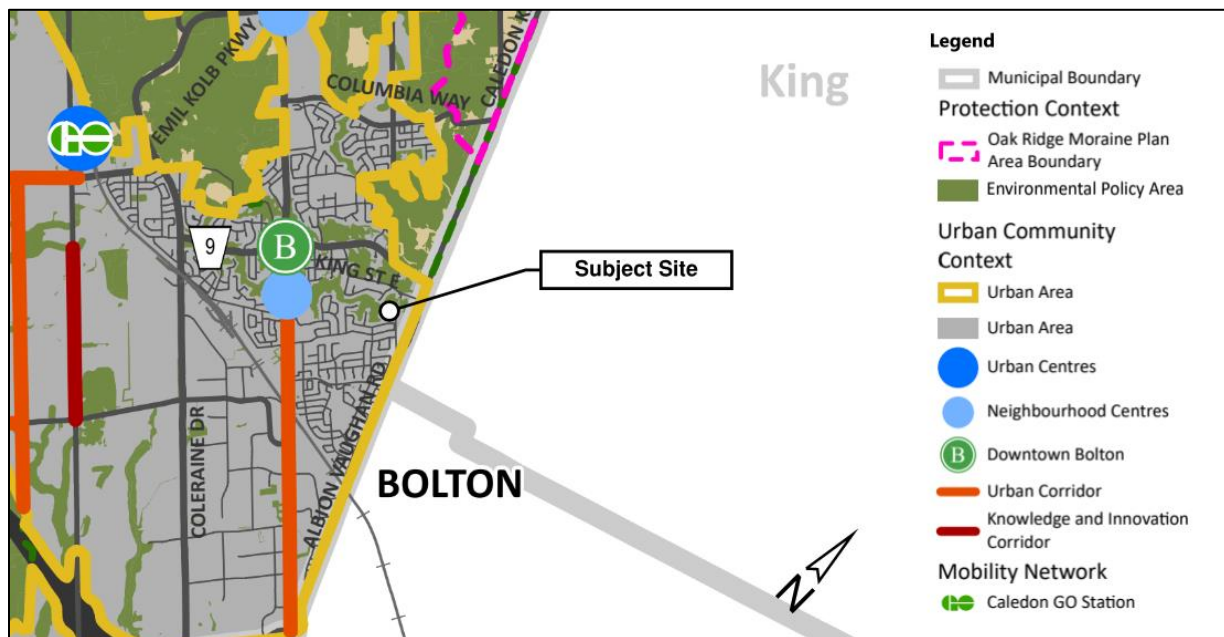


#### 5.4.8 TOWN OF CALEDON OFFICIAL PLAN REVIEW (ONGOING)

It is acknowledged that the Town is currently in the process of updating the Official Plan to address gaps and strategies to guide future growth over the next 30 years. It is anticipated that the new Official Plan will be completed in late 2023.

In March 2022, the Town released a draft version of the updated COP (draft COP). While the draft COP is not yet in effect, for the purpose of this report, preliminary consideration is granted to draft policies in the draft COP. The draft COP does not include the Bolton Secondary Plan as it is undergoing a separate review and consultation process. A second draft is currently in progress, with Council adoption scheduled for Fall 2023.

The subject site is located within the Urban Area boundary and designated Urban Area as per Draft Schedule A1 – Town Structure as shown in **Figure 13**. As per Schedule A4 – Urban Community Context, the subject site continues to be located within the Bolton Secondary Plan Boundary. As stated, objectives and policies for the Bolton Secondary Plan area have not been addressed in the draft COP.



**Figure 13: Excerpt from Draft Schedule A1 – Town Structure (Draft COP, 2022)**

Section 3.1 and 3.2 of the draft COP defines the Town structure and its respective components. Urban Community Context consists of the Town’s urban communities that serve as the primary centres of growth in the area and primary hubs for the rural community and surrounding municipalities (Policy 3.1.1(c)). Within the Urban Community Context, the subject site is located within the Urban Area, as defined in Policy 3.2.2, which includes new and existing residential, commercial, and institutional areas of Caledon, where people live, shop, work and play, with the amenities they need for day-to-day living accessible close to home.

Throughout Section 3.8 the draft COP addresses growth management policies and objectives that seek to guide the type and location of new developments that will achieve complete communities within the Town of Caledon. Policies in this Section encourage and support development in Settlement Areas that enable modest intensification, subject to the availability of appropriate infrastructure and the policies of the Plan. Policy 3.8.15 states that the draft COP facilitates and promotes a wide range of forms of intensification, including infill of underutilized lots and redevelopment at higher densities.

Table 1 and 2 in Section 3.8 of the draft COP identifies growth forecasts, projecting a population of approximately 32,470 residents in Bolton by 2051. As per Policies 3.8.20 to 3.8.24, intensification is generally encouraged and supported throughout the Delineated Built-up Area. Lands within the Delineated Built-up Area are to be zoned, and

developed in a manner that supports the achievement of complete communities and achieves intensification targets. By the year 2051, Caledon will achieve a minimum of 5% of all new residential development within the Town’s Delineated Built-up Area.

Section 4 of the draft COP provides Town-wide policies including detailed design policies to build healthy and complete communities and policies to encourage opportunities for providing housing options to meet the needs of current and future residents.

Section 4.1 provides policies on planning for the impacts of climate change to reduce risk and ensure resilience. These policies include objectives that recognize the impacts of land use development on climate change, prioritize climate change mitigation and adaption in land-use planning, direct intensification of existing communities in the urban area, and commit to the achievement of annual net greenhouse gas emission targets (reduction of 36% by 2030, net zero by 2050, and all new residential building being net-zero by 2030). Section 4.3 provides design policies that new and infill development must conform to, including policies that speak to ensuring compatibility and transition and the provision of architectural treatments to provide overlook and support safety through passive surveillance opportunities.

Section 4.5 details the general policies and objectives of the Town’s mobility plan to ensure that both people and goods can move safely and efficiently. According to Draft Schedule G2 – Bolton Mobility Network, the subject site is located on a Local Road as shown in **Figure 14**. Local roads are intended to serve local traffic only and provide connections to collector roadways while providing direct access to the subject site (Policy 4.5.28).



**Figure 14: Excerpt from Draft Schedule G2 – Bolton Mobility Network (Draft COP, 2022)**

Section 4.8 of the draft COP provides objectives and policies related to housing, including objectives that encourage residential intensification (including redevelopment of existing properties, infill development, etc.) in built-up areas with sufficient municipal services and policies that encourage the development of high-density housing forms, including townhouses, and units in buildings with less than five storeys in all areas of the Town which are outside of strategic growth areas. This Section also encourages the provision of a diverse mix of housing types and tenures to meet current and future needs of residents, particularly in areas where there is sufficient existing or planned infrastructure to ensure an efficiency of resources and services.

Section 4.9 of the draft COP provides Town-wide policies regarding protecting and enhancing the natural environment, including the need to protect, maintain, enhance, and restore the functions and processes of the natural environment. Objectives outlined in Section 4.9 include ensuring that the natural environment policies form the basis for all land use planning decisions, protecting and enhancing the natural environment forms, and ensuring that natural hazards are addressed through the planning process.

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## SUMMARY

**It is our opinion that the proposed development will conform to the draft COP policies.** While the draft COP is not yet in effect, it is important to consider the proposed policies as they may be in effect prior to the approval of the proposed development. The draft COP will conform to the most recent versions, including amendments of the PPS, 2020, the Growth Plan, 2020, and the Region of Peel Official Plan.

The redesignation of the Rural Service Centre to Urban Area affirms justification for the proposed development as the Urban Area is defined as the Town's principal centres for growth. This is similar to the intent of the Rural Service Centre, which is the focus of growth for the Town of Caledon in the current COP. The proposed development will support the proposed Urban Area policies by enabling intensification on an underutilized lot with servicing capacity.

**The proposed development will conform to the Town's draft design and housing policies.** As per Section 5.4.3 of this report, given the context of the variable nature of the surrounding existing and proposed developments combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion the proposed development is compatible with the existing community. The townhouse blocks will contribute to housing variety which support a more diversified and complete neighbourhood.

The proposed development aligns with the draft policies in Section 4.8 by introducing residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached) and which will contribute to the overall creation of a range and mix of housing types. Per the Town of Caledon Housing Study (2017), townhouses had an average price of \$629,120 and made up only 6.4% of the Town's housing supply in 2016, whereas single-detached homes made up 83.4% and had an average price of \$1,102,645. As such, the proposed development will increase the supply of mid-market units in a community which lacks medium-density supply.

The proposed development also contributes to the provision of residential intensification in a built-up area with sufficient municipal servicing and will be providing a high-density housing form (under 5-storeys) in an area outside of the strategic growth areas. As outlined in the FSR, a watermain is proposed that will connect to an extension of the existing watermain on Nunnville Road. Sanitary servicing for the proposed development will connect to a future sanitary sewer located on Nunnville Road, and stormwater runoff will flow to the TRCA regulated lands outlet and an existing storm sewer system located on Nunnville Road. In addition, the existing 150mm diameter watermain on Nunnville Road will be upgraded to a 200mm diameter watermain to ensure that there will be sufficient fire flow protection for the proposed development.

The proposed development will support Bolton's population forecast for 2051 by developing at higher densities and providing new housing opportunities.

**The proposed development will further conform to the draft climate change and natural environment policies.** The proposed development will support green development standards by proposing a compact community design that which enables greater walkability, and a design which supports the surrounding natural heritage system. Opportunities for energy conservation will be reviewed through the site plan control process.

The proposed development will align with the policies in Section 4.9, as the natural environment and natural hazards have been thoroughly considered to ensure that any hazards are safely addressed, no adverse environmental effects of the development will occur, and no new lots are being created within the erosion hazard area. The proposed development has been revised to ensure it is located outside of the 6.0 m LTSTOS buffer, except at the entry of the development site where it is only 1.95 m. As per discussion with the TRCA, they are considering this approach pending appropriate technical justification, which has been provided in the EIS and geotechnical work prepared by Soil Engineers Ltd. The OPA and ZBLA have also been revised to expand the EPA to reflect the proposed buffers.

## 5.5 TOWN OF CALEDON ZONING BY-LAW 2006-50

The Town of Caledon Zoning By-law provides detailed regulations which implement the policies of the COP. The subject site is zoned “Residential One, Exception 56 (R1-56)” and “Environmental Policy Area One (EPA1)” as shown on **Figure 15**. **Figure 16** provides an interpretation of lot lines and types for the purposes of the ZBLA.

Generally, the R1 zone permits detached dwellings, private home daycares, home occupations and accessory apartments, whereas the EPA1 zone permits environmental management, forest management, existing farms and non-intensive recreation uses. The R1 zone does not permit townhouse dwellings, as such a ZBLA is required to rezone the portion of the subject site zoned R1-56 to the Residential Townhouse (RT) zone with site-specific exceptions to accommodate the proposed development.

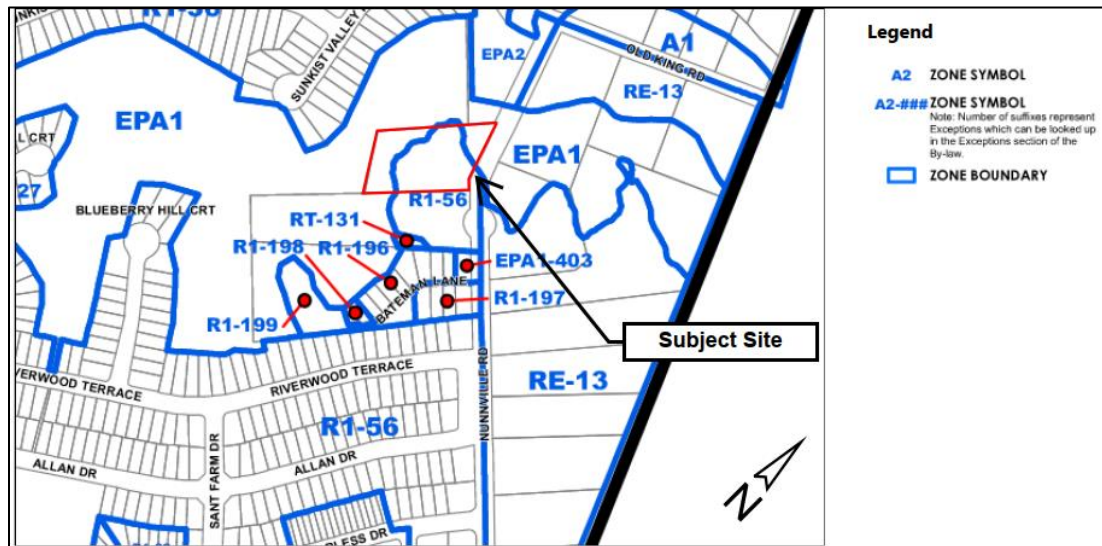


Figure 15: Excerpt from Schedule A – Zone Map 1C (Town of Caledon Zoning By-Law)

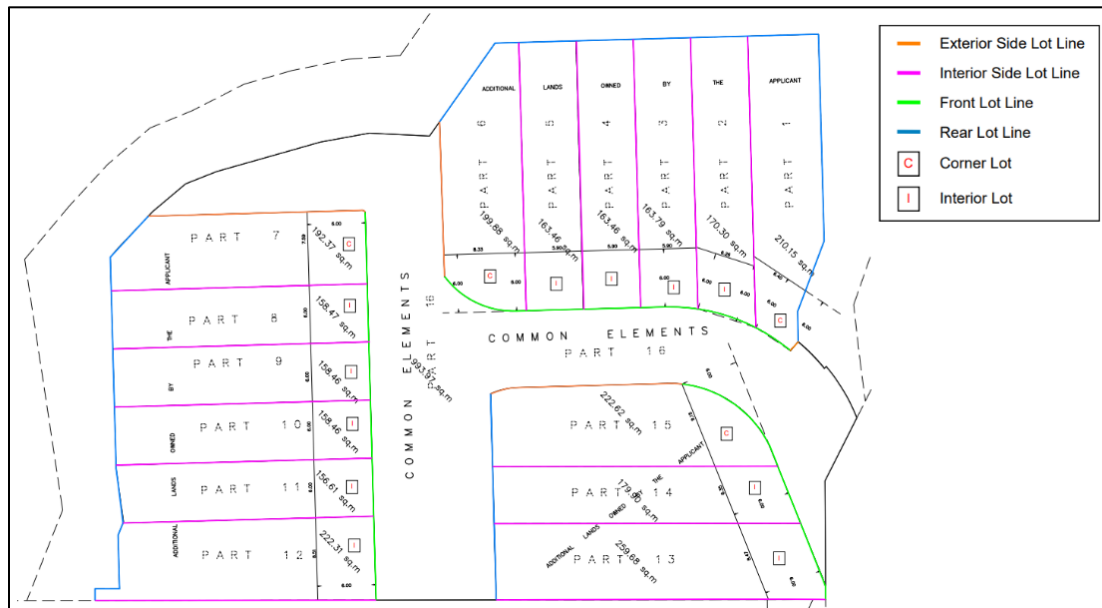


Figure 16: Zoning Interpretation Schedule (Prepared by WSP, 2023)



The following tables outline the applicable zoning provisions to the RT zone and identify what site-specific exceptions are required to permit the proposed development. **Appendix B** provides the proposed ZBLA.

**Table 7: Town of Caledon Zoning By-law 2006-50 - Definitions (Section 3)**

Regulation	Proposed RT-XX
<p><b>Lot, Corner</b>  <i>Lot, Corner</i> means a <i>lot</i> situated at the intersection of 2 <i>street lines</i> which contain an angle of not more than 100 degrees. Where such <i>street lines</i> are curved, the angle of intersection of the <i>street lines</i> shall be deemed to be the angle formed by the intersection of the tangents to the <i>street lines</i>, drawn through the extremities of the <i>interior side lot lines</i>. In the latter case, the corner of the <i>lot</i> shall be deemed to be that point on the <i>street line</i> nearest to the point of intersection of the said tangents.</p>	<p>Notwithstanding Section 3, for the purposes of this zone, Units 1, 6, 7, and 15 as shown on Zone Map S.E.xx shall be considered <i>corner lots</i>.</p>
<p><b>Lot Frontage</b>  <i>Lot Frontage</i> means the horizontal distance between the 2 <i>lot lines</i> which intersect the front <i>lot line</i> of a lot, such distance being measured along a line which is parallel to the <i>front lot line</i> and distant from <i>the front lot line</i> a distance equal to the minimum front <i>yard</i> required herein for the specified <i>use</i> in the <i>zone</i> where such <i>lot</i> is located.</p>	<p>Notwithstanding Section 3, for the purposes of this zone, <i>lot frontage</i> shall be measured at the horizontal distance between the 2 <i>lot lines</i> at the location as shown on Zone Map S.E.xx.</p>
<p><b>Lot, Interior</b>  <i>Lot, Interior</i> means a <i>lot</i>, other than a <i>corner lot</i> or a through <i>lot</i>, which has <i>street access</i>.</p>	<p>Notwithstanding Section 3, for the purposes of this zone, all other units that are not <i>corner lots</i> shall be considered <i>interior lots</i>.</p>
<p><b>Street</b>  <i>Street</i> means a public thoroughfare under the jurisdiction of either the <i>Corporation</i>, the Region of Peel or the Province of Ontario. This definition shall not include a private lane, a private right-of-way or a <i>private road</i>. Street allowance and “Public Highway” shall have a corresponding meaning.</p>	<p>Notwithstanding Section 3, for the purpose of this zone, a <i>street</i> shall also include a <i>private road</i>.</p>

**Table 8: Town of Caledon Zoning By-law 2006-50 – Access Regulations (Section 4.3)**

Regulation	Proposed RT-XX
<p>4.3.3 The minimum <i>entrance setback</i> shall be 9 metres.</p>	<p>For the purpose of this zone, Section 4.3.3 and Section 4.3.4 shall not apply.</p>
<p>4.3.4 The minimum <i>entrance separation</i> shall be 22.5 metres.</p>	<p>For the purpose of this zone, Section 4.3.3 and Section 4.3.4 shall not apply.</p>
<p>4.3.6 The minimum <i>entrance widths</i> for Institutional, Commercial and Industrial zones shall be 9 metres for a two-way <i>entrance</i> and 6 metres for a one-way <i>entrance</i> and for all other zones the minimum width shall be 3 metres.</p>	<p>Notwithstanding Section 4.3.6, for the purpose of this zone, the minimum <i>entrance width</i> shall be 2.8 metres.</p>

**Table 9: Town of Caledon Zoning By-law 2006-50 – Air Conditioners and Heat Pumps (Section 4.4)**

Regulation	Proposed RT-XX
Air Conditioners and Heat Pumps shall be permitted in either a <i>rear</i> or <i>interior side yard</i> provided they are located no closer than 0.6 metres from any <i>lot line</i> or in any <i>exterior side yard</i> provided the minimum <i>exterior side yard</i> requirement is met.	Notwithstanding Section 4.4., for the purpose of this <i>zone</i> , an air conditioner or heat pump is only permitted in the <i>rear yard</i> and may be located a minimum of 0.0 metres from the interior side lot line. For Units 12 and 13 an air conditioner or heat pump shall not be located any closer to south interior side lot line than the building setback for the lots as shown on Zone Map S.E.xx.

**Table 10: Town of Caledon Zoning By-law 2006-50 – Permitted Encroachments (Section 4.27)**

Table 4.2	
Permitted Ornamental <i>Structure</i>	Proposed RT-XX Maximum Permitted Distance of Encroachment into a Required <i>Yard</i>
The following structural projections from a principal <i>building</i> are permitted to encroach into any required <i>yard</i> in accordance with the following provisions:  Balconies or <i>Decks</i> : 2m	Notwithstanding Section 4.27, for the purpose of this <i>zone</i> , a <i>deck</i> shall be permitted to encroach into any required <i>yard</i> by a maximum of 3.0 metres, exclusive of any stairs, ramp or barrier-free access feature required for the <i>deck</i> which may encroach into any required yard by an additional 1.8 metres from the <i>deck</i> .



**Table 11: Town of Caledon Zoning By-law 2006-50 – Sight Triangles (Section 4.36)**

Regulation	Proposed RT-XX
<p>Notwithstanding any other provisions of this By-law, on a <i>corner lot</i>, within the <i>sight triangle</i>, the following provisions shall apply:</p> <p>4.36.1 The distance from the point of intersection of the street lines and forming the <i>sight triangle</i> shall be 9 metres, except where one of the <i>street lines</i> is a Regional Road, where the distance shall be 15 metres.</p> <p>4.36.2 Within any area defined as a <i>sight triangle</i>, the following uses shall be prohibited:</p> <p>a) a <i>building, structure</i> or <i>use</i> which would obstruct the vision of drivers of vehicles;</p> <p>b) a fence, tree, hedge, bush or other vegetation, the top of which exceeds 1 metre in height above the elevation of the <i>street</i>;</p> <p>c) any portion of a <i>parking space</i>;</p> <p>d) a berm or other ground surface which exceeds the elevation of the <i>street</i> by more than 0.5 metres;</p> <p>e) a sign, the body of which is less than 4 metres above the elevation of the <i>street</i>.</p> <p>The provisions of this clause shall not apply at any intersection controlled by traffic signal lights.</p>	<p>For the purpose of this <i>zone</i>, Section 4.36 shall not apply.</p>

**Table 12: Town of Caledon Zoning By-law 2006-50 – RT Provisions (Section 6)**

USE	Existing Zoning	Proposed Zoning	
	R1-56	RT	Proposed RT-XX
<i>Apartment, Accessory</i>	✓		
<i>Bed and Breakfast Establishments</i>			
<i>Building, Apartment</i>			
<i>Day Care, Private Home</i>	✓	✓	✓
<i>Dwelling, Detached</i>	✓		
<i>Dwelling, Duplex</i>			
<i>Dwelling, Linked</i>			
<i>Dwelling, Semi Detached</i>			
<i>Dwelling, Townhouse</i>		✓	✓
<i>Dwelling, Common Element Townhouse</i>			✓
<i>Home Occupation</i>	✓		

STANDARD	Existing Zoning	Proposed Zoning	
	R1-56	RT	Proposed RT-XX
<b>Lot Areas (minimum):</b>	(a) lots with frontage or flankage on Bond Street, King Road or Mount Hope Road - 900 m <sup>2</sup> (b) other lots with more than 15 m of frontage - 525 m <sup>2</sup> (c) other lots with 14 to 15m of frontage - 490 m <sup>2</sup> (d) other lots with less than 14 m of frontage - 455 m <sup>2</sup>		
Per Dwelling Unit		220 m <sup>2</sup>	150.0 m <sup>2</sup>
<b>Lot Frontages (minimum):</b>	(a) lots with frontage or flankage on Bond Street, King Road or Mount Hope Road - 24.5 m (b) other corner lots - 15 m (c) other lots - 13 m		
Townhouse dwelling on corner lot		6 m <sup>(3)</sup>  (3) Minimum lot frontage for a townhouse dwelling on corner lot shall be 6m plus 6m per dwelling unit.	6 m
Townhouse dwelling on interior lot or through lot		6 m per dwelling unit	5.5 m
<b>Building Area (maximum)</b>	35%	30%	62.0%
<b>Backyard Amenity Area (minimum)</b>	56 m <sup>2</sup>	37 m <sup>2</sup>	25.0 m <sup>2</sup>
<b>Yards:</b>			
<b>Front Yard (minimum)</b>	(a) habitable room wall - 9 m (b) attached or unattached garage - 7.5 m		
Front wall of attached private garage		6 m	6 m
Front wall of main building		7.5 m	See Zone Map S.E.xx which generally outlines the following:  • 8.0 m for Unit 1, 2,

	Existing Zoning	Proposed Zoning	
STANDARD	R1-56	RT	Proposed RT-XX
			13 and 14 <ul style="list-style-type: none"> <li>• 2.6 m for Unit 6</li> <li>• 1.2 m for Unit 15</li> <li>• 5.0 m for all other Units</li> </ul>
<b>Exterior Side Yard (minimum)</b>	6 m	6 m	See Zone Map S.E.xx which generally outlines the following: <ul style="list-style-type: none"> <li>• 2.0 m for Unit 6</li> <li>• 1.3 m for Unit 7</li> <li>• 1.7 m for Unit 15</li> </ul>
<b>Rear Yard (minimum)</b>	(a) main building - 9 m (b) accessory building with a gross floor area of more than 9 m <sup>2</sup> - 7.5 m (c) other accessory building - 1 m	7.5 m	See Zone Map S.E.xx which generally outlines the following: <ul style="list-style-type: none"> <li>• 1.15 m for Unit 1</li> <li>• 5.3 m for Units 2 to 5</li> <li>• 0.5 m for Unit 6</li> <li>• 1.5 m for Unit 7</li> <li>• 4.8 m for Units 8 to 10</li> <li>• 4.1 m for Units 11 and 12</li> <li>• 6.0 m for Units 13 to 15</li> </ul>
<b>Additional Rear Yard Requirements</b>	The following standards shall apply to rear yard abutting an EPA zone: <ul style="list-style-type: none"> <li>(a) area (minimum) - 135 m<sup>2</sup></li> <li>(b) depth (minimum) - 10 m</li> <li>(c) width (minimum) - 6 m</li> <li>(d) overall slope (maximum) - 6%</li> </ul>		
<b>Interior Side Yards (minimum)</b>	(a) main building with unattached private garage in a front yard or interior side yard or with attached private garage - 1.3 m  (b) other main building - 3m on garage side, 1.3m on other side	(a) main building - 4.5 m <sup>(4)(11)</sup>  (4) Minimum interior side setback for main building shall be 4.5 m except that, where the lot abuts a lot containing a townhouse dwelling, the minimum interior side building setback shall be	See Zone Map S.E.xx which generally outlines the following: <ul style="list-style-type: none"> <li>• main building – 1.8 m for Unit 12<sup>(1)</sup></li> <li>• main building – 1.4 m for Unit 13<sup>(1)</sup></li> </ul> <sup>(1)</sup> Where a common vertical wall separates

STANDARD	Existing Zoning	Proposed Zoning	
	R1-56	RT	Proposed RT-XX
	(c) accessory building with a gross floor area of more than 9 m <sup>2</sup> - 1 m	1.8 m  <sup>(1)</sup> Where a common vertical wall separates two dwelling units, no interior side yard shall be required	two <i>dwelling units</i> , no <i>interior side yard</i> shall be required.
<b>Yard, Embankment (minimum)</b>	(a) <i>main building</i> from top or bottom of embankment - 9 m		
<b>Building Heights (maximum)</b>	10.5 m	10.5 m	12.0 m
<b>Landscape Area (minimum)</b>	35%	30%	25%
<b>Driveway Setbacks (minimum)</b>	0.5 m		
From <i>lot line</i> bisecting dual <i>private garage</i>		Nil	
From other <i>lot lines</i>		0.5	Nil

**Table 13: Town of Caledon Zoning By-law, 2006-50 – Parking, Loading and Delivery (Section 5)**

Zoning Provision	RT (Proposed)	R1-XX (Proposed)
	Requirement	Compliance (Yes/No)
<b>Residential Parking requirements</b> Sec. 5.2.2	The number of <i>parking spaces</i> required for residential <i>uses</i> shall be calculated in accordance with the standards set out in Table 5.1.  Dwelling, Townhouse: 2 <i>parking spaces</i> per <i>dwelling unit</i> + 0.25 <i>parking spaces</i> per unit for visitors on a <i>lot</i> with four or more <i>dwelling units</i> .	<b>Yes</b> – 2 parking spaces will be provided for each dwelling unit and 4 visitor parking spaces will be provided
<b>Barrier-Free Parking</b> Sec. 5.2.6	Barrier-free <i>parking spaces</i> shall be provided in accordance with the provisions of the barrier-free access requirements in Town of Caledon By-law 2015-058, as may be amended from time to time.	<b>Yes</b> – Per By-law 2015-058 one accessible parking space is required and is provided within the required 4 visitor parking spaces. The accessible parking space will be 6.0 m in length and 3.4 m in width.
<b>Size of Parking Spaces</b> Sec. 5.2.11	(a) Where <i>parking spaces</i> are provided in a surface <i>parking area</i> , each <i>parking space</i> shall have width of not less than 2.75 metres and length of not less than 6.0 metres, with the exception of a barrier-free <i>parking space</i> which shall have a width and a length which complies with	<b>Yes</b> – The parking spaces meet the minimum length and width requirements for parking spaces.

Zoning Provision	RT (Proposed)	R1-XX (Proposed)
	Requirement	Compliance (Yes/No)
	<p>the Town’s barrier-free parking requirements</p> <p>(b) Where <i>parking spaces</i> are provided in an enclosed or underground <i>parking garage</i>, such <i>parking spaces</i> shall have width of not less than 2.6 metres and length of not less than 5.8 metres.</p> <p>(c) The width and length of a <i>parking space</i> shall be measured exclusive of the width or length of any painted lines marking such <i>parking space</i></p>	
<p><b>Driveway Provisions for Residential Dwellings</b></p> <p>Sec. 5.2.14</p>	<p>(a) Notwithstanding any other provision of this By-law, in no case shall the width of an individual <i>driveway</i> accessing a single <i>detached, semi-detached, linked</i> or <i>townhouse dwelling</i> exceed the following at its widest point:</p> <p>- For <i>semi-detached, link</i> and <i>townhouse dwellings</i> with a <i>lot frontage</i> of 12.0 metres or less, a maximum width of 6.0 metres</p>	<p><b>Yes</b> – The width of each individual driveway does not exceed 6.0 m</p>

**SUMMARY**

An amendment to the Town of Caledon Zoning By-Law No. 2006-50 is required to apply an appropriate zoning classification consistent with the vision and policies of the Bolton South Hill Secondary Plan and to address site-specific standards. The ZBLA seeks to: (1) rezone the subject site from “Residential One – Exception 56 (R1-56)” to “Residential Townhouse – Exception XX (RT-XX)” and; (2) expand the area of the subject site currently zoned “Environmental Policy Area One (EPA1)” to reflect the revised buffer being provided per direction in the EIS. The following provides justification on the site-specific standards for the RT zone.

The proposed amendment seeks to reduce the lot area requirement, increase the permitted maximum building area, reduce the landscaped area and reduce the backyard amenity area requirement. These amendments are required to implement a higher density urban fabric which will assist the Town in meeting its intensification targets and provide more affordable housing. The provision of a minimum 25.0 m<sup>2</sup> backyard amenity area and 25% landscaped area provides sufficient amenity area for each unit. It should be noted that the proposed backyard amenity space excludes the additional deck area for the walk-out basements proposed in all units within Buildings 1 and 2 which provide additional amenity space. As well, 11 of the 15 proposed units achieve the RT zone 30% landscape area standard, however the draft ZBLA has been written to accommodate the other 4 units which provide approximately 28% landscape area. The requested amendments balance the provision of sufficient amenity space and separation with implementing a higher density urban fabric.

The amendments are also required to accommodate the proposed buffers from the LTSTOS and dripline for Units 1 to 12. The amendments will allow for the proposed development to maintain conformity with the EPA policies of the COP, which generally prohibit development within these areas.

The proposed amendment seeks to reduce setbacks across the site on a unit-per-unit basis as outlined in a proposed Schedule ‘B’ to the ZBLA. The majority of units would have front yard setbacks ranging from 5 to 8 m, with the exception of Units 6 and 15 (1.15 to 2.6 m) which would have corner conditions that result in closer front yard setbacks. All the units will have a 6 m setback from the front wall of the attached private garages in order to accommodate a

parking space in the driveway. The proposed reductions will support the Town's urban design principles that encourage dwellings to be sited to maximize observation of public areas. The proposed reduced front yards will also facilitate the maintenance of a backyard amenity area while protecting the EPA zoned lands.

The requested reduced interior side yard setbacks (1.4 to 1.8 m) and exterior side yard setbacks (1.3 to 2.0 m) are also appropriate as adequate separation is provided between buildings and sufficient space will be provided for privacy and yard maintenance purposes. The proposed interior side yards occur adjacent to the neighbouring property. The proposed setbacks will provide a larger setback condition than the 1.3 m setback that is permitted in the existing zone of the subject site and adjacent residential property (R1-56), and that exists in the neighbourhood (0.6 and 1.2m setbacks permitted on Bateman Lane and Clover Bend Terrace). These setbacks, along with proposed privacy fencing, will allow for privacy and sufficient separation between the two sites.

Reduced rear yard setbacks (0.5 to 6 m) are also proposed as part of the requested amendments. Pinch-points of less than 1.5 m occur at Units 1, 6 and 7 in order to accommodate the proposed LTSTOS and dripline buffers. It should be noted, however, these rear yards still provide the requested minimum 25 m<sup>2</sup> backyard amenity area, which exclude the additional deck area provided as these units have walk-out basements. As such, the intent of the rear yard setback is still maintained in these units.

In summary, the reduced setbacks are required to provide a denser housing form which is compatible and will allow for intensification of the subject site while protecting the natural heritage features.

An amendment for an increased building height of 12 m is required to facilitate the development of 3-storey (including basement) townhouse dwelling units. The subject site is surrounded by woodlands with the exception of the south portion of the subject site which is adjacent to a 2-storey single-detached unit on a large lot. Further south is a mix of 1-to-2-storey existing and planned single-detached units. The proposed maximum height of 12 m is only 1.5 m higher than the currently permitted height of 10.5 m at the adjacent site (R1-56). The proposed height, along with setbacks and privacy fencing, will prevent overlook and ensure appropriate transition to, and privacy for the existing low-density residential area. Given the context of the variable nature of the neighbourhood, combined with Town's broader objectives to provide more diverse and affordable housing, it is our opinion the proposed development is compatible with the existing community.

The amendment of the permitted deck encroachment is required to accommodate the proposed decks which are approximately 6.5 m<sup>2</sup> in size and account for approximately 25% of the minimum requested backyard amenity area (25 m<sup>2</sup>). It should be noted that Buildings 1 and 2 will have walk-out basements where the space below the decks will be additional amenity area. Furthermore, the sight triangle provision is proposed to be removed as any proposed distance would be negligible due to the locations of the dwellings, fencing, and trees which are above 1 metre in height and would encroach into any sight triangle. The proposed development will provide sight distance sufficient for vehicles as designed given the short sections of roadway. In addition, the proposed private condominium roadway will have lower traffic volumes and a narrower ROW where vehicles will be travelling at a reduced speed, therefore minimizing the risk of any conflicts. It should also be noted that the proposed development is also subject to site plan control where any additional measures can be implemented, as necessary, to further encourage reduced speeds within the development.

In summary, the requested amendments to the Zoning By-law maintain the general intent of the RT zone. The proposed development and requested amendments will facilitate increased intensification on an underutilized site located within an area designated for growth in the Town of Caledon. The requested amendments will achieve this intensification opportunity while ensuring compatibility and the protection of the adjacent environmental area. The draft ZBLA aligns with typical townhouse development standards in an urban context.



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## 5.6 HOUSING ANALYSIS

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### 5.6.1 TOWN OF CALEDON HOUSING STUDY (2017)

The Town of Caledon Housing Study was completed in 2017 to gain a better understanding of the current and future housing demands, and to inform community-specific housing priorities and policies in the COP. A housing demand analysis, housing supply analysis, and housing affordability analysis was completed, followed by a housing needs assessment and gaps analysis. A summary of these analysis is provided below.

Key findings from the housing demand analysis included that the number of people and households in Caledon is increasing but at a lower rate compared to Peel Region, and there is an increased need for housing options to facilitate aging in place. There is a current housing need for options for families and couples, as well as an increasing need for options for seniors, persons with disabilities and persons living alone. The housing demand analysis also identified there are very limited rental options in the Town, and that Caledon households have relatively high incomes.

Key findings from the housing supply analysis included that most dwellings in Caledon are single-detached, and the Town has a higher proportion of single-detached dwellings (83.4%) compared to Peel Region (45.6%) and other municipalities. Residents have noted that what is currently being built does not necessarily meet their needs, and there is a need for more diverse housing options. Housing prices are increasing, and home ownership is becoming unaffordable to low- and moderate-income households, with there no longer being any homes in Caledon which are affordable to households in the first to fifth income deciles (earning \$87,220 or less in 2017). The housing supply analysis also identified that there is a very limited supply of rental, affordable, and supportive house options.

Key findings from the housing affordability analysis identified that the number and proportion of households facing housing affordability issues in Caledon is increasing, with 21.3% of households in 2011 facing affordability issues. In Caledon, home ownership of single-detached dwellings is only affordable to those in the 10<sup>th</sup> decile of household income, whereas semi-detached and townhouse dwellings are affordable to those in the 8<sup>th</sup> household income decile and above (based on June 2017 average prices). Certain household types, such as persons living alone, lone parent families, immigrants, and households with a person with a disability, are more likely to face housing affordability issues. The housing affordability analysis also identified that there is a need for both affordable rental and affordable ownership options in Caledon.

The analysis of housing demand, supply, and affordability, in addition to feedback from key stakeholders and Caledon residents determined that several current and emerging housing gaps in the Town exist. Seniors, persons with disabilities, and smaller households have very limited housing options, in addition to there being very few options affordable to households with low and moderate incomes in Caledon. The current market rental housing supply in Caledon is not enough to meet the need, such as for seniors who want to downsize, young adults just starting their careers, persons living alone, employees working in local businesses in Caledon, and young families who cannot afford home ownership. The analysis also identified that the planning application process is long and complicated, and there are opportunities to improve the process in collaboration with residential developers, in addition to improving awareness with housing stakeholders.

Section 6 identified various opportunities in the policy framework to support housing need initiatives. Opportunities include changes in provincial legislation, current Region of Peel housing initiatives, and the inclusion of supportive policies in the Official Plan and Zoning By-law.

Section 7 builds on these opportunities with housing actions that will help address the housing gaps and needs in Caledon. Housing actions to achieve objectives in livability, non-market and market housing, internal process, and roles in the system are proposed.

**SUMMARY**

**The proposed development will conform to the objectives outlined in the Housing Study**, as it will contribute to the overall provision of a range and mix of housing types, densities, and sizes. The proposed development will introduce residential units which are more affordable than traditional forms of housing (i.e., single-detached, or semi-detached). Per the Housing Study (2017), townhouses had an average price of \$629,120 and made up only 6.4% of the Town’s housing supply in 2016, whereas single-detached homes made up 83.4% and had an average price of \$1,102,645. The proposed development will help to address housing affordability by providing mid-market supply to a community which is predominately comprised of single-detached dwellings.

**The proposed development will increase options for smaller households, seniors and/or persons with disabilities.** The units can be designed to accommodate universal design. Universal design features and floor plans will be made optional to purchasers of all lots at the time of sales to accommodate the buyer’s needs, aimed to assist seniors, persons with disabilities or multi-generational households. This will support Caledon’s need for housing options to facilitate aging in place.

**5.6.2 CALEDON’S HOUSING PLEDGE FOR THE PROVINCE OF ONTARIO (2023)**

Bill 23, *the More Homes Built Faster Act, 2022*, introduced numerous changes to planning legislation with the goal to create 1.5 million new housing units in Ontario by 2031. In conjunction with Bill 23, the Ministry of Municipal Affairs (MMAH) has assigned the Town of Caledon the target of 13,000 new homes by 2031. The Town of Caledon Planning and Development Committee endorsed the draft Housing Pledge on February 21, 2023, subject to required supports. The decision was deferred at the Council meeting which took place on February 28, 2023, and will be brought forward for approval in an upcoming Council meeting. Any changes to the Housing Pledge will be presented at the Special Council Meeting currently scheduled for March 21, 2023.

The Housing Pledge commits the Town to the support the development of the assigned target of 13,000 new residential units by 2031. **Table 14** below outlines how Caledon proposes to meet their housing target. As well, the Housing Pledge outlines requests to the Province to help achieve the target housing goal, including: funding tools for all growth-related infrastructure, public facilities and amenities; respect for Caledon’s growth phasing plans and secondary planning processes; a stop to Ministerial Zoning Orders (MZOs) so Caledon’s pledge is not compromised; and restricting appeals on planning applications that are premature and not supported by the Town. The Housing Pledge identifies the current policy and infrastructure growth investments, occurring in Caledon and the Region, and how they may impact the Town’s ability to meet the assigned housing target. For example, the Housing Pledge acknowledges due to the age of the Town’s current OP, policies related to development, housing types, infill and intensification are outdated, and with the approval of a new OP, housing targets can be considered to support local needs.

**Table 14: Figure 1 of the Housing Pledge – Town of Caledon’s Housing Pledge Numbers**

	<b>Category</b>	<b>Number of New Housing Units Anticipated by 2031</b>
1	Units approved that have not applied for Building Permits	800
2	Active applications under review *	6,700
3	Additional Residential Units (second units, garden suites, etc. in urban residential parcels) **	1,900
4	Units in Bolton 2031 Approved Urban Area and the Bolton MTSA***	3,600
	<b>Total New Housing Units</b>	<b>13,000</b>

\* A portion require servicing and Regional road improvements to Airport Road and Mayfield Road. Includes 5% of infill growth as directed by the Region.

\*\* Based on an annual forecast of 200 units/year based on recent historical uptake

\*\*\* Requires the Caledon-Vaughan GO Rail Service, reconstruction of King Street and numerous Regional servicing projects by 2025/26 (such as: elevated water tank(s), booster pumping stations, sanitary pumping stations, sanitary force mains, water mains)

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## *SUMMARY*

**The proposed development will conform to the objectives outlined in the Housing Pledge**, as it will provide 15 dwelling units which will contribute to the achievement of the Town of Caledon’s target of 13,000 new housing units by 2031. The proposed development is likely to be included under the “active applications under review” category as shown in **Table 14**. The proposed development will also be serviced by existing and proposed infrastructure that will be completed as part of the development process. As such, the proposed development is appropriate and will continue to support Caledon’s minimum residential targets and Housing Pledge targets.

## 6 CONCLUSION

The proposed development is consistent with the PPS, 2020 and will conform with the policies of the Growth Plan, 2020 the Region of Peel Official Plan, the Town of Caledon Official Plan, and the Bolton South Hill Secondary Plan. The proposed development will achieve sound planning and will contribute to the creation of complete communities through the development of an underutilized parcel of land, based on the following justification:

- The proposed development and supporting OPA and ZBLA are consistent with the policies of the PPS, 2020. The proposed development will facilitate a compact and efficient pattern of development by building on available land within a designated growth area while contributing to the mix of residential housing forms to meet the needs of future residents;
- The proposed development and supporting OPA and ZBLA will conform to the policies of the Growth Plan, 2020 as the proposed development is located within a settlement area within the delineated built boundary and leverages existing urban land supply. The proposed development facilitates intensification on an existing underutilized site while providing for population growth that is appropriate within the context of the subject site;
- The proposed development is situated within Bolton, a Rural Service Centres as designated by the Town of Caledon Official Plan as the primary area for growth. The Bolton Rural Service Centre is to account for the largest share of population growth between 2021 and 2031;
- The proposed development and supporting OPA and ZBLA aligns with the overall vision and policy intent of the Bolton South Hill Secondary Plan. The proposed development will provide for housing opportunities while remaining compatible with adjacent land uses;
- The proposed development will utilize existing and planned servicing in an efficient manner. The proposed development is expected to have a negligible impact on the surrounding road network and will facilitate connections to exiting pedestrian networks;
- The proposed development will contribute to providing a diverse range of housing types in the Town of Caledon and the Bolton South Hill community which will improve the variety of housing options available to existing and future residents and will better accommodate a range of life-stages and housing needs; and,
- The requested ZBLA is required to meet the intent of the Town of Caledon Official Plan. Allowing for the intensification of the subject site will assist the Town in meeting its intensification targets while diversifying the housing stock. The requested ZBLA will achieve the Town of Caledon's urban design principles by promoting a built form that provides a harmonious, attractive, and safe streetscape.

In summary, the proposed OPA and ZBLA are consistent with the PPS, 2020 and will conform to the Growth Plan, 2020 and the Region of Peel Official Plan. The proposed development meets the intent of the Town of Caledon Official Plan and the Bolton South Hill Secondary Plan. The proposed development is reflective of growth trends anticipated in the Bolton Rural Service Centre as established in the Town of Caledon Official Plan, providing municipality with an opportunity for intensification. The proposed development is compatible with adjacent residential land uses and ecological features while upholding the Town of Caledon's housing objectives by diversifying the mix of housing types to meet the needs of current and future residents. Overall, the proposed development represents good planning. This opinion is based on the review of the planning policy framework as it applies to the subject site.

# APPENDIX

# A DRAFT OFFICIAL PLAN AMENDMENT (OPA)

**THE CORPORATION OF THE TOWN OF CALEDON**

**BY-LAW NO. BL-2022-XXX**

A By-law to adopt Amendment No. XXX 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, HEREBY ENACTS AS FOLLOWS:

1. Amendment No. XXXX to the Official Plan for the Town of Caledon Planning Area shall be and is hereby adopted.

**READ THREE TIMES AND FINALLY  
PASSED IN OPEN COUNCIL  
THIS XXXX DAY OF XXXX, 2022**

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Annette Groves, Mayor

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Laura Hall, Director and Town Clerk

DRAFT



## **THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE - does not constitute part of this amendment.

PART B - THE AMENDMENT - consisting of the following text and Schedule "A" constitutes Amendment No. XXXX of the Town of Caledon Official Plan.

DRAFT

**AMENDMENT NO. XXX**  
**OF THE TOWN OF CALEDON OFFICIAL PLAN**

**PART A - THE PREAMBLE**

**Purpose of the Amendment:**

The purpose of this Amendment is to amend Schedule “C-2” Bolton South Hill Land Use Plan of the Town of Caledon Official Plan by redesignating the lands subject to this Amendment from Low Density Residential and Environmental Policy Area to Medium Density Residential and Environmental Policy Area to permit the development of 15 townhouse dwelling units on plan of subdivision subject to a common element condominium. The Amendment proposes to amend Policy 7.2.5.4.1 of the Bolton South Hill Secondary Plan, being Section 7.2 of the Town of Caledon Official Plan, to permit a maximum density range of 40 units per net hectare on the subject lands. The Amendment also proposes to expand the existing Environmental Policy Area designation to reflect the proposed Long-term Stable Top-of-Slope (LTSTOS) and average dripline buffers.

**Location:**

The lands subject to this Amendment, as indicated on the attached Schedule “A”, comprise an area of 0.86 ha. The property is legally described as Part of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8, and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel and municipally known as 13290 Nunnville Road and is located south of Old King Road on the west side of Nunnville Road in Bolton.

**Basis:**

The basis for this Amendment is contained in Planning Report (DP XXXX), as adopted by Council on XXXX. The applicant, WSP Canada Inc. on behalf of Bolton Summit Developments Inc., has requested an amendment to the Town of Caledon Official Plan to redesignate the lands to permit the development of 15 townhouse dwelling units.

The subject property is located within the settlement boundary of the Rural Service Centre of Bolton and is designated Low Density Residential and Environmental Policy Area on Schedule “C-2” Bolton South Hill Land Use Plan within the Town of Caledon Official Plan.

Rural Service Centres are designated as primary growth areas with a focus on new residential developments and intensification as described in Section 4.1.1 of the Town of Caledon Official Plan. Policy 5.10.4.5.2.8 indicates that development proposed on undeveloped or underdeveloped lands within Bolton, including residential intensification proposals, will be considered in the context of Policy 5.10.3.27.8 a) and b), which identifies the net density ranges and locational criteria for low, medium and high-density development with corresponding housing types. The proposed Medium Density Residential designation is consistent with current Provincial planning policy that encourages intensification of land uses, efficient development that utilizes existing and proposed services and infrastructure, and compact development within the existing built-up areas.

The proposed development will support the Bolton Rural Service Centre as a compact, well-integrated area by providing new residential units within proximity of community services and facilities. The proposed development is identified as a medium density development providing a total density of 40 units per net hectare, fitting within the density range as per Policy 5.10.3.27.8 a) of the Official Plan.

This amendment will support the Town's goal in achieving its population allocation and intensification within the Bolton Rural Service Centre.

The proposed development will also support the Bolton South Hill Area by providing additional housing opportunities through a development proposal that is compatible with adjacent land uses. The proposed development does not fit within the range provided by Policy 7.2.5.4.1 of the Bolton South Hill Secondary Plan. As such, an amendment is proposed to Policy 7.2.5.4.1 to be consistent with the range provided per Policy 5.10.3.27.8 a) of the Official Plan. This amendment will support the Town's goal in achieving growth that is appropriate within the context of the subject lands.

The amendment to expand the existing Environmental Policy Area designation to align with the proposed Long-term Stable Top-of-Slope (LTSTOS) and average dripline buffers conforms to Town policy which requires natural heritage features to be designated as such.

The applicant has submitted Official Plan Amendment and Zoning By-law Amendment applications, including various technical studies in support of the proposed amendment and applications.

DRAFT

## **PART B - THE AMENDMENT**

This part of the document, entitled "Part B - The Amendment", and consisting of the following text constitutes Amendment No. XXX of the Town of Caledon Official Plan.

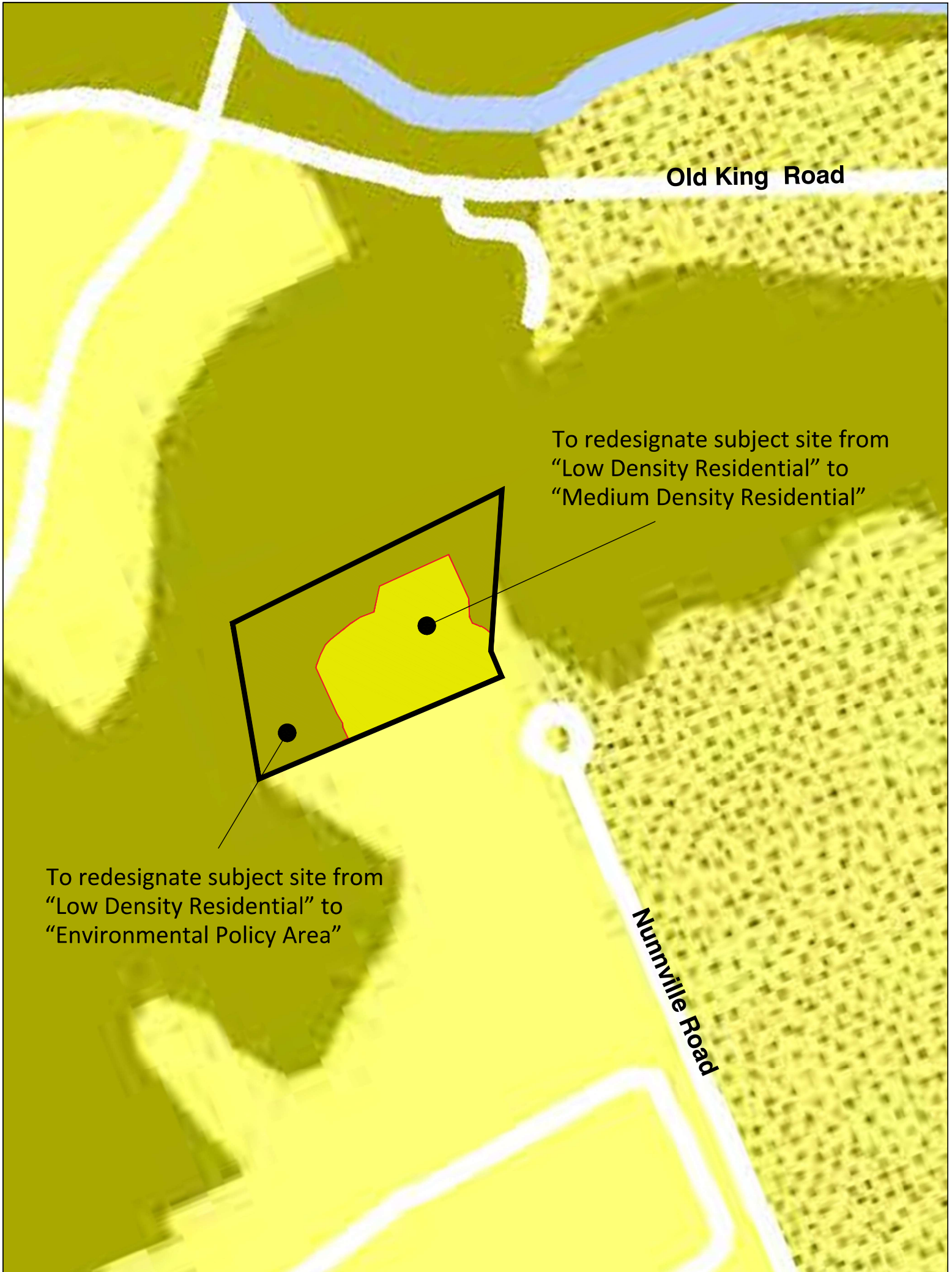
### **Details of the Amendment**

The Town of Caledon Official Plan is amended as follows:

1. Schedule "C-2" Bolton South Hill Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands municipally known as 13290 Nunnville Road, Bolton from Low Density Residential and Environmental Policy Area to Medium Density Residential and Environmental Policy Area in accordance with Schedule "A", attached hereto.
2. The document known as the Bolton South Hill Secondary Plan being Section 7.2 of the Town of Caledon Official Plan, as amended, is hereby further amended by adding Policy 7.2.5.4.4, as follows:  
*"Notwithstanding Policy 7.2.5.4.1 of the Bolton South Hill Secondary Plan, lands designated Medium Residential on Part of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8 and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel, shall have a maximum density range of 40 units per net hectare."*

### **Implementation and Interpretation**

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



Old King Road

To redesignate subject site from  
 "Low Density Residential" to  
 "Medium Density Residential"






To redesignate subject site from  
 "Low Density Residential" to  
 "Environmental Policy Area"

Nunnville Road

**Proposed Official Plan Schedule "A"**



**13290 Nunnville Road  
 Bolton (Caledon)**

-  - Site
-  - Low Density Residential
-  - Medium Density Residential
-  - Special Residential
-  - Environmental Policy Area



Checked MA	Drawn PM
Date March 10, 2023	Proj. No. 211-09988-01



# APPENDIX

## **B** DRAFT ZONING BY-LAW AMENDMENT (ZBLA)



**THE CORPORATION OF THE TOWN OF CALEDON**  
**BY-LAW NO. [By-law Number Inserted by Town]**

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8 and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel, municipally known as 13290 Nunnville Road

**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 of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8 and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel, municipally known as 13290 Nunnville Road for residential and environmental 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:

**General**

Zoning By-law 2006-50, as amended, is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
[RT]	[XX]	<ul style="list-style-type: none"> <li>- Daycare, Private Home</li> <li>- Dwelling, Townhouse</li> <li>- Dwelling, Common Element Townhouse</li> </ul>	<p><b>Lot, Corner</b> Notwithstanding Section 3, for the purposes of this zone, Units 1, 6, 7, and 15 as shown on Zone Map S.E.xx shall be considered <i>corner lots</i>.</p> <p><b>Lot Frontage</b> Notwithstanding Section 3, for the purposes of this zone, <i>lot frontage</i> shall be measured at the horizontal distance between the 2 <i>lot lines</i> at the location as shown on Zone Map S.E.xx.</p> <p><b>Lot, Interior</b> Notwithstanding Section 3, for the purposes of this zone, all other units that are not <i>corner lots</i> shall be considered <i>interior lots</i>.</p> <p><b>Street</b> Notwithstanding Section 3, for the purpose of this zone, a <i>street</i> shall also include a <i>private road</i>.</p> <p><b>Access Regulations</b> For the purpose of this zone, Section 4.3.3 and Section 4.3.4 shall not apply.</p> <p>Notwithstanding Section 4.3.6, for the purpose of this zone, the minimum <i>entrance width</i> shall be 2.8 metres.</p> <p><b>Air Conditioners and Heat Pumps</b> Notwithstanding Section 4.4., for the purpose of this zone, an air conditioner or heat pump is only permitted in the <i>rear yard</i> and may be located a minimum of 0.0 metres from the interior side lot line. For Units 12 and 13 an air conditioner or heat pump shall not be located any closer to south interior side lot line than the building setback for the lots as shown on Zone Map</p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>S.E.xx.</p> <p><b>Permitted Encroachments</b> Notwithstanding Section 4.27, for the purpose of this <i>zone</i>, a <i>deck</i> shall be permitted to encroach into any required <i>yard</i> by a maximum of 3.0 metres, exclusive of any stairs, ramp or barrier-free access feature required for the <i>deck</i> which may encroach into any required yard by an additional 1.8 metres from the <i>deck</i>.</p> <p><b>Sight Triangles</b> For the purpose of this <i>zone</i>, Section 4.36 shall not apply.</p> <p><b>Lot Area (minimum)</b> 150.0 m<sup>2</sup></p> <p><b>Lot Frontage (minimum)</b> refer to Zone Map S.E.xx</p> <p><b>Building Area (maximum)</b> 62.0%</p> <p><b>Backyard Amenity Area (minimum)</b> 25.0 m<sup>2</sup></p> <p><b>Yard, Front (minimum)</b> (a) Front Wall of attached <i>private garage</i> 6.0 m (b) Front wall of <i>main building</i> refer to Zone Map S.E.xx</p> <p><b>Yard, Exterior Side (minimum)</b> refer to Zone Map S.E.xx</p> <p><b>Yard, Rear (minimum)</b> refer to Zone Map S.E.xx</p> <p><b>Yard, Interior Side (minimum)</b> refer to Zone Map S.E.xx<sup>(1)</sup></p> <p><b>Building Heights (maximum)</b> 12.0 m</p> <p><b>Landscape Area (minimum)</b> 25%</p> <p><b>Driveway Setbacks (minimum)</b> (a) From any <i>lot line</i> nil</p> <p><b>(1)</b> Where a common vertical wall separates two <i>dwelling units</i>, no <i>interior side yard</i> shall be required.</p>

2. Schedule "A", Zone Map 1c of By-law 2006-50, as amended is further amended for Part of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8 and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel, municipally known as 13290 Nunnville Road, from Residential One – Exception 56 (R1-56) to "S.E.xx" in accordance with Schedule "A" attached hereto.
3. Schedule "B", Structural Envelope "SE" Maps of By-law 2006-50, as amended is further amended Part of Lot 33, Plan ALB-4 and Part of Lot 7, Concession 8 and Part of Road Allowance between Concession 7 and 8 (Albion), Town of Caledon, Regional Municipality of Peel, municipally known as 13290 Nunnville Road, by adding "S.E.xx" in accordance with Schedule "B" attached hereto.

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

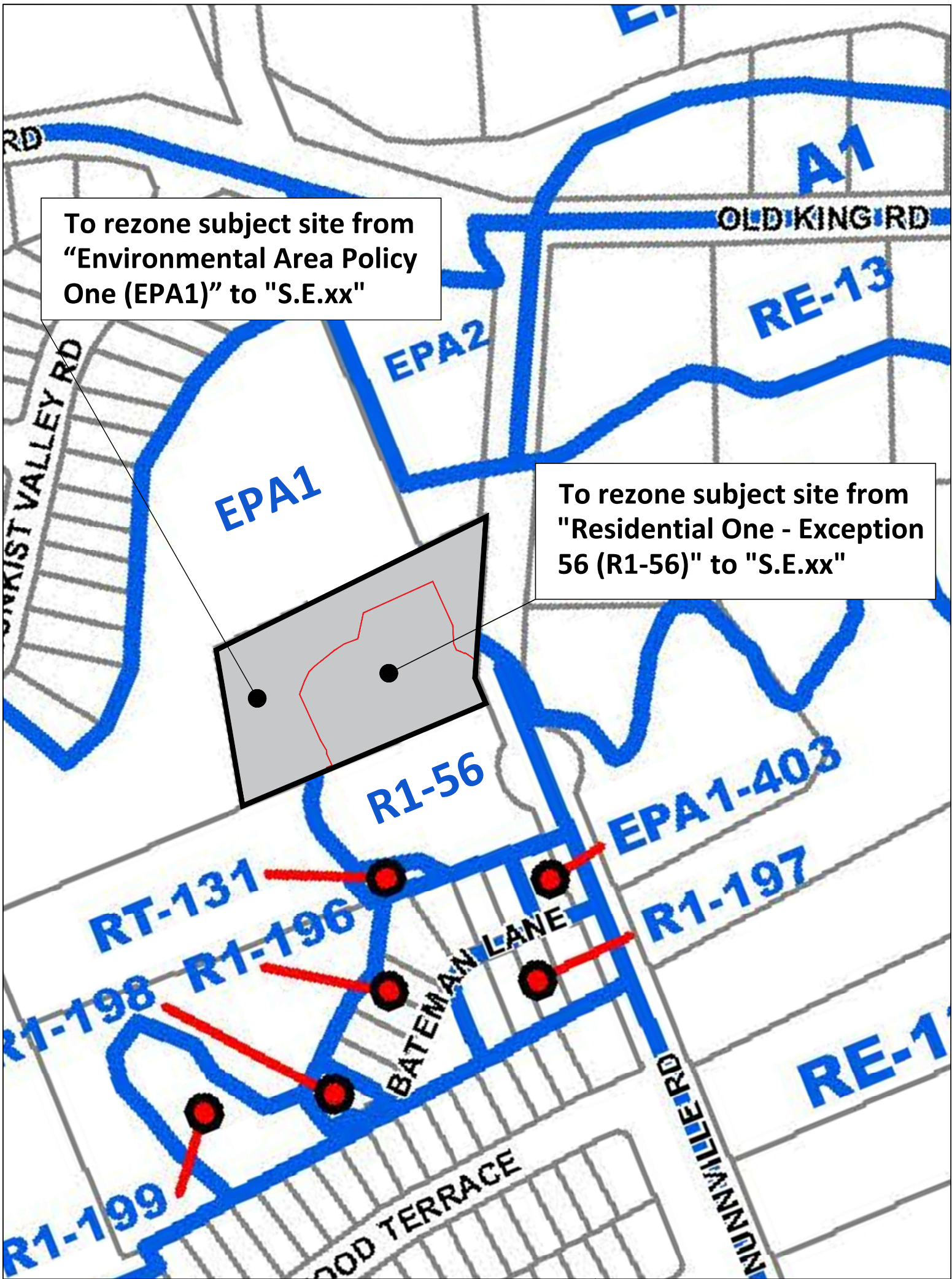
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Annette Groves, Mayor

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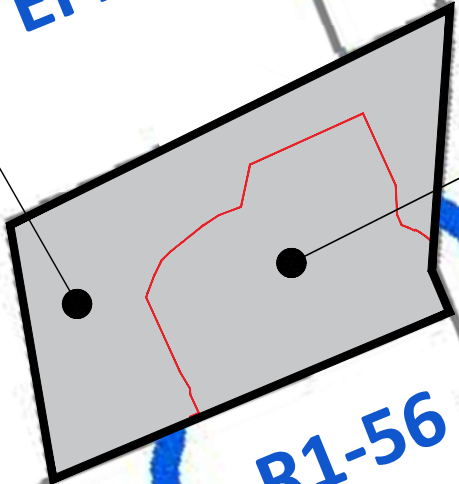
Laura Hall, Director and Town Clerk

DRAFT






To rezone subject site from "Environmental Area Policy One (EPA1)" to "S.E.xx"

To rezone subject site from "Residential One - Exception 56 (R1-56)" to "S.E.xx"



**Proposed Zoning By-law Map 1C - "Schedule A"**

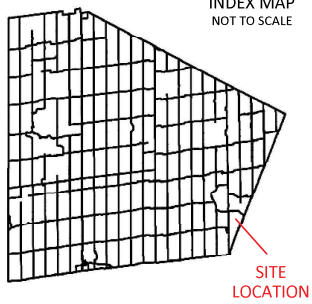
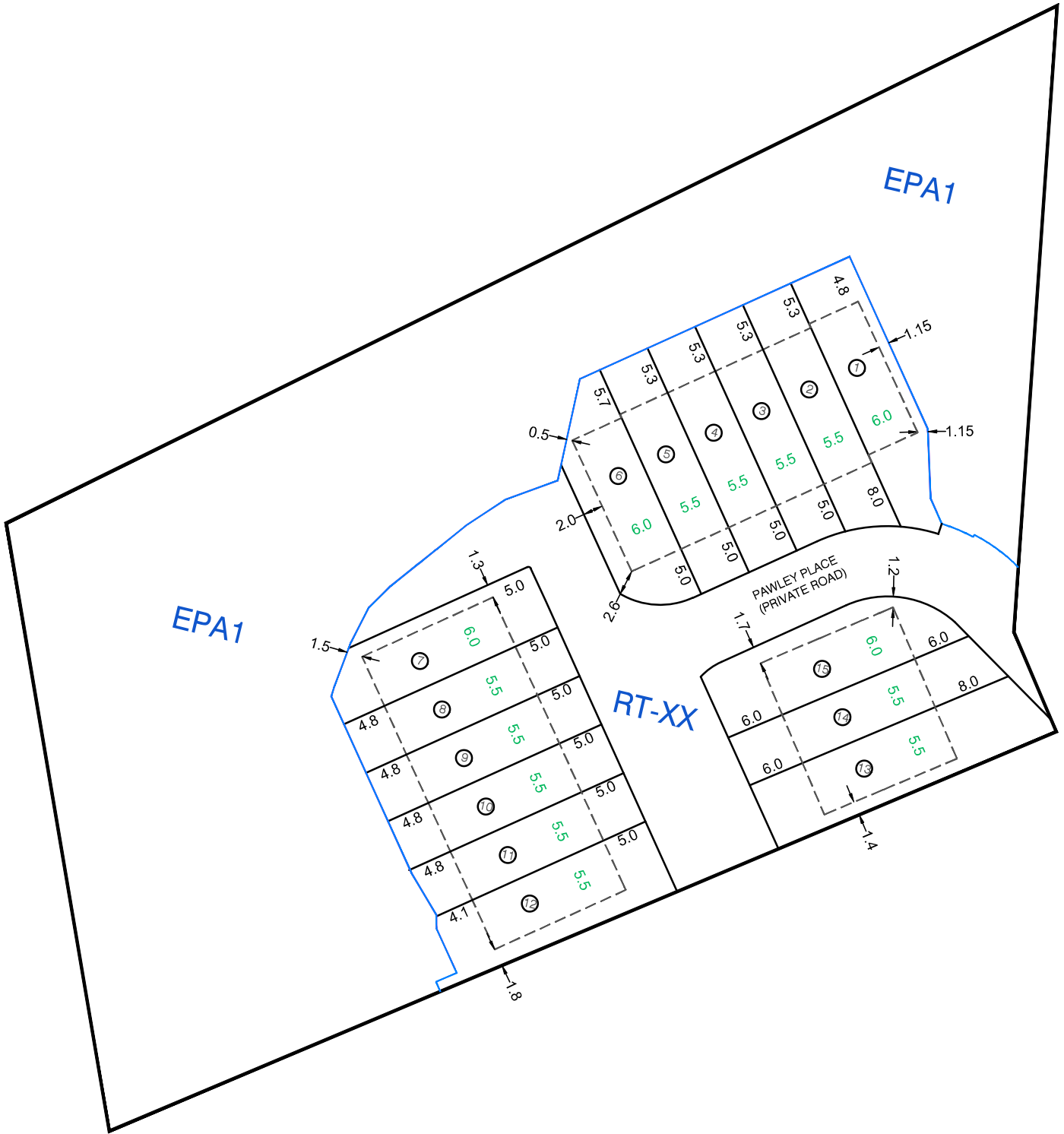
13290 Nunnville Road  
Bolton (Caledon)

-  - Site
-  - Area to be Rezoned
-  - Zone Boundary







Checked MA	Drawn PM
Date March 10, 2023	Proj. No. 211-09988-01





**LEGEND**

-  Structure Envelope
-  Zone Boundary
-  Unit Number
-  Frontage (Min)

All measurements are in metres

**Proposed Schedule 'B'  
ZONE MAP  
S.E.xx**

PART OF LOT 33, PLAN ALB-4 AND PART OF LOT 7 CONCESSION 8 AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 7 AND 8 (STOPPED-UP AND CLOSED BY BY-LAW No. 75-109, INST. No. VS370320) GEOGRAPHIC TOWNSHIP OF ALBION, TOWN OF CALEDON, REGIONAL MUNICIPALITY OF PEEL



Date: March 10, 2023

Created: PM Checked: MA

211-09988-01

# APPENDIX

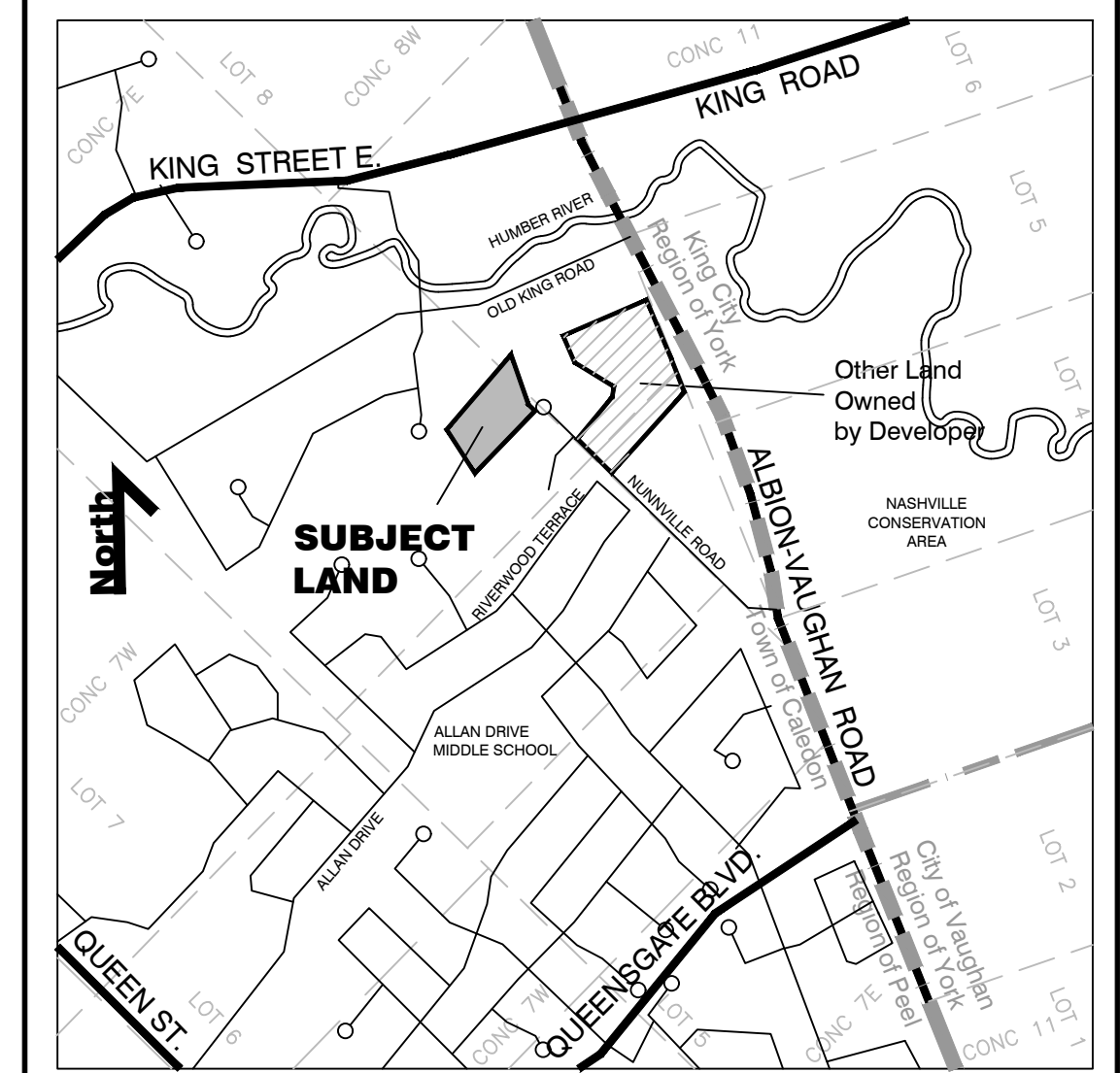
## C DRAFT PLAN OF SUBDIVISION



# DRAFT PLAN OF SUBDIVISION

PART OF LOT 33, PLAN ALB-4 AND PART OF LOT 7, CONCESSION 8 AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 7 AND 8 (STOPPED-UP AND CLOSED BY BY-LAW No. 75-109, INST. No. VS370320)  
GEOGRAPHIC TOWNSHIP OF ALBION, TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

**March 10, 2023**



## ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O., 1990

- (a) AS SHOWN ON DRAFT PLAN
- (b) AS SHOWN ON DRAFT AND KEY PLANS
- (c) NO ADJACENT LANDS OWNED BY THE APPLICANT
- (d) THE LAND IS TO BE USED ACCORDING TO THE SCHEDULE OF LAND USE
- (e) AS SHOWN ON DRAFT AND KEY PLANS
- (f) AS SHOWN ON DRAFT PLAN
- (g) AS SHOWN ON DRAFT AND KEY PLANS
- (h) MUNICIPAL WATER SUPPLY TO BE MADE AVAILABLE
- (i) SOIL IS SILTY CLAY TILL
- (j) AS SHOWN ON DRAFT PLAN
- (k) FULL MUNICIPAL SERVICES TO BE MADE AVAILABLE
- (l) SUBJECT TO EASEMENTS AS SHOWN ON THE DRAFT PLAN

## SCHEDULE OF LAND USE

LAND USE	Lot/Block Number	Units	Area (ha)	Area (ac)
Medium Density Residential	1	15	0.38	0.94
Environmental Policy Area (Buffer)	2	0	0.17	0.42
Environmental Policy Area	3,4	0	0.31	0.77
<b>Total</b>		<b>15</b>	<b>0.86</b>	<b>2.13</b>

Long-term Stable Top-of Slope (LTSTOS)

## OWNER'S AUTHORIZATION

I AUTHORIZE THIS DRAFT PLAN OF SUBDIVISION TO BE SUBMITTED TO THE TOWN OF CALEDON FOR APPROVAL.

*Sam Morra*  
Sam Morra, President  
Bolton Summit Developments Inc.

March 17, 2023  
DATE

## SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

*Shan Gopnewardena*  
Shan Gopnewardena, B.Eng., O.L.S.  
R-PE Surveying Ltd.

April 27, 2022  
DATE

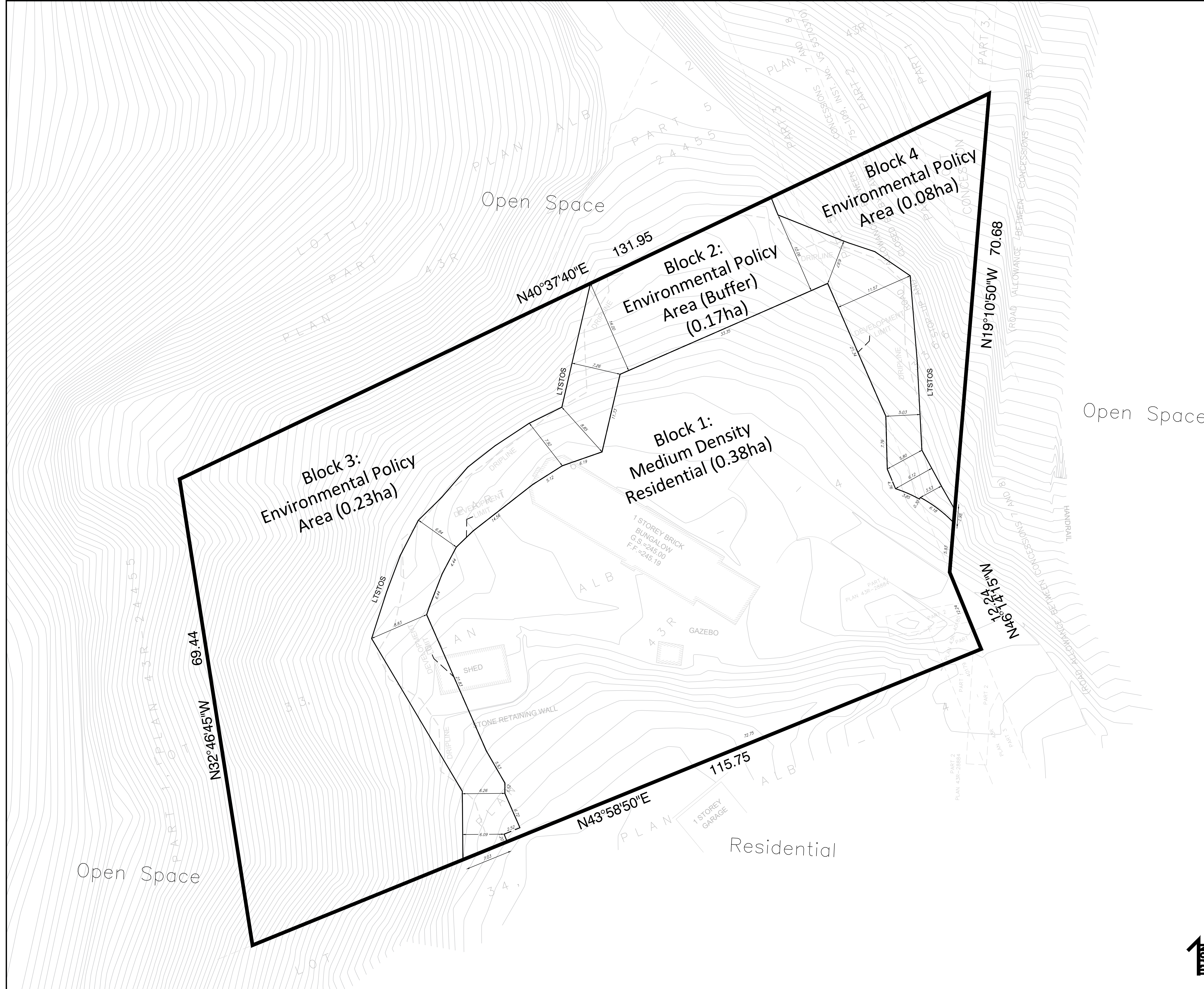
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(24 x 36)

PLAN PREPARED BY: PM  
PLAN CHECKED BY: MA

**wsp**

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Mar 15, 2023 - 3:23pm  
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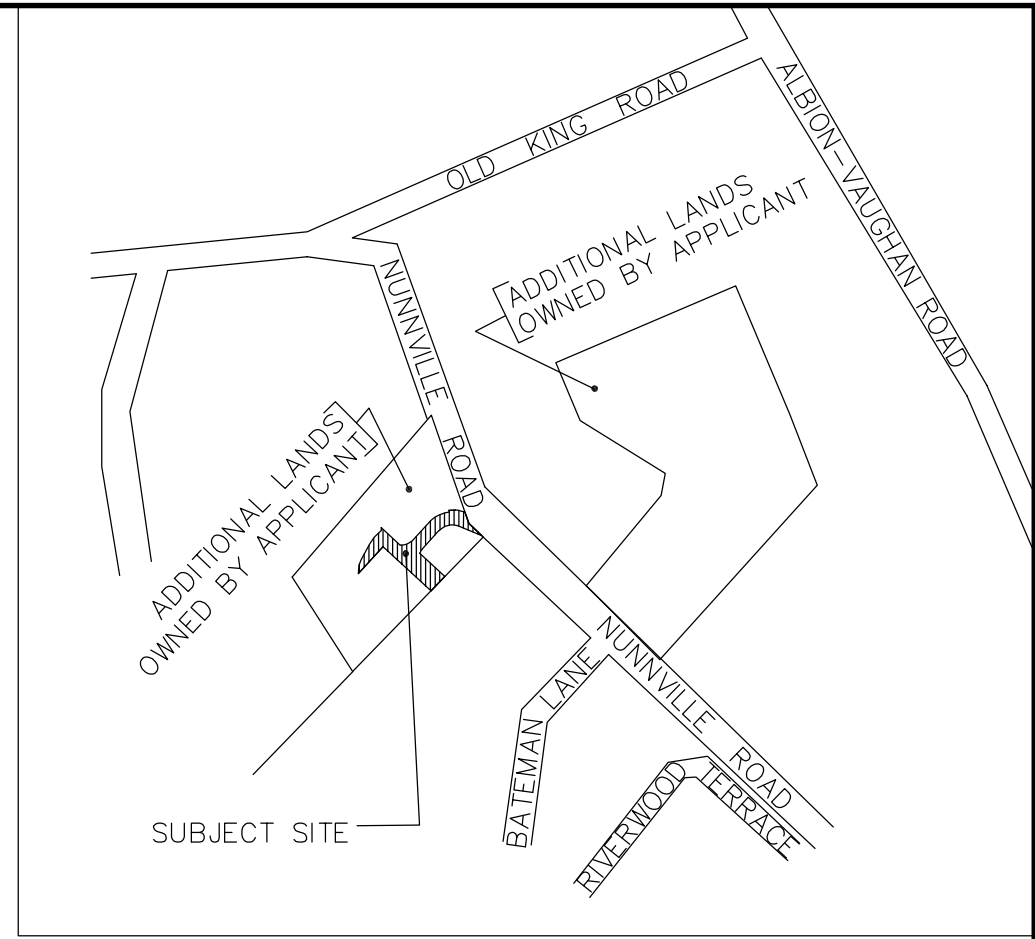
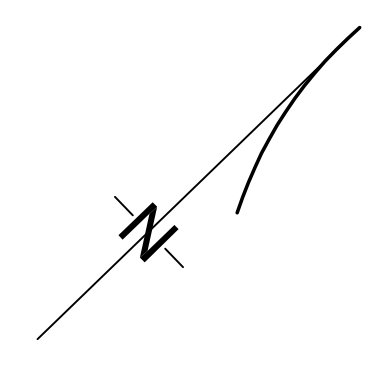


# APPENDIX

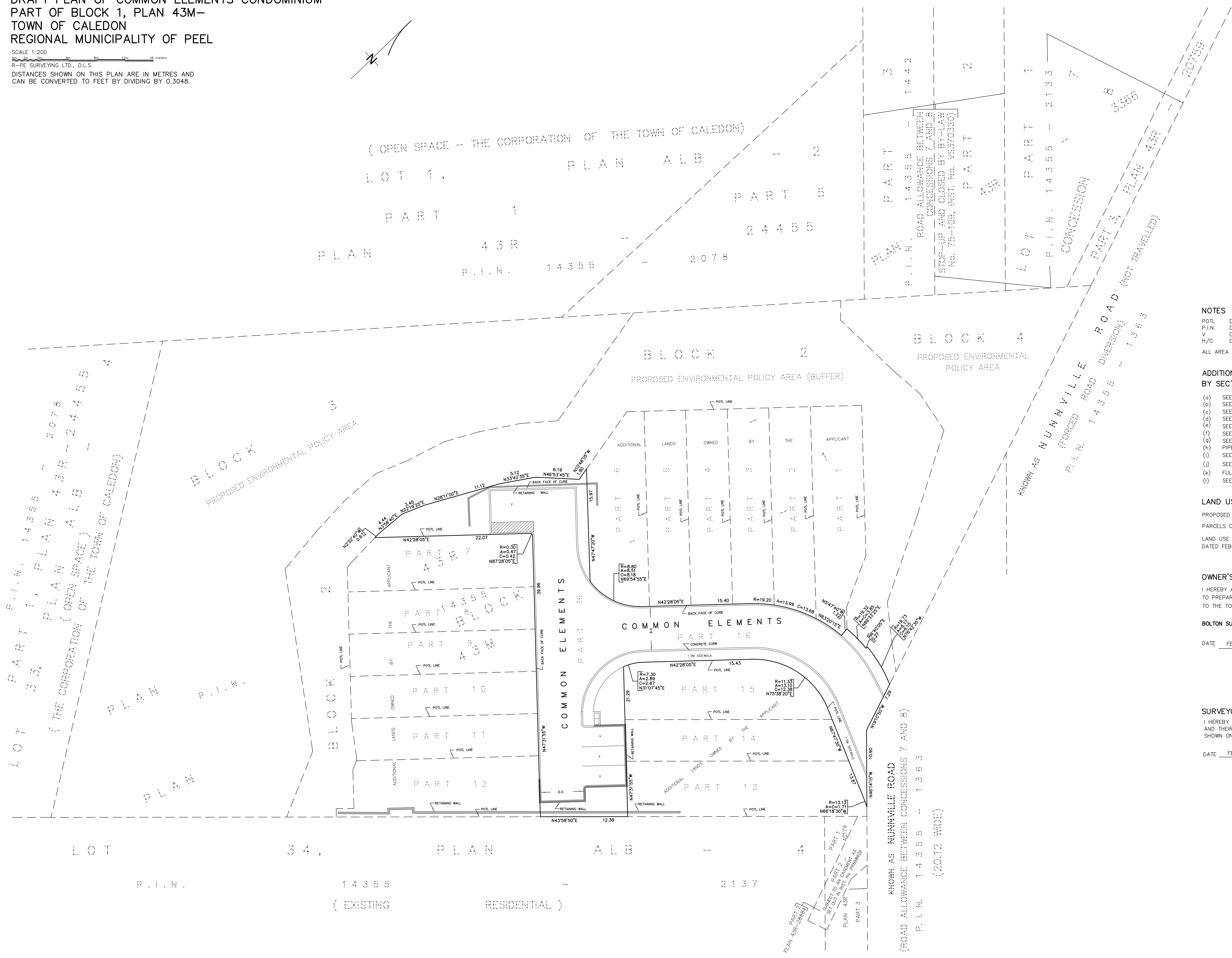
## **D** DRAFT PLAN OF CONDOMINIUM

DRAFT PLAN OF COMMON ELEMENTS CONDOMINIUM  
 PART OF BLOCK 1, PLAN 43M-  
 TOWN OF CALEDON  
 REGIONAL MUNICIPALITY OF PEEL

SCALE 1:200  
 R-PE SURVEYING LTD., O.L.S.  
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND  
 CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



KEY PLAN (NOT TO SCALE)



NOTES

- POTL DENOTES PARCEL OF TIED LAND
  - P.I.N. DENOTES PROPERTY IDENTIFIER NUMBER
  - V DENOTES VISITOR PARKING
  - H/C DENOTES HANDICAP PARKING
- ALL AREA MEASUREMENTS ARE COMPUTER GENERATED.

ADDITIONAL INFORMATION AS REQUIRED  
 BY SECTION 51(17) OF THE PLANNING ACT

- (a) SEE PLAN
- (b) SEE PLAN
- (c) SEE PLAN
- (d) SEE RESIDENTIAL
- (e) SEE PLAN
- (f) SEE PLAN
- (g) SEE PLAN AND KEY PLAN
- (h) PIPED WATER
- (i) SEE SOIL REPORT
- (j) SEE SITE AND GRADING PLAN
- (k) FULLY SERVICED
- (l) SEE PLAN

LAND USE

PROPOSED SITE AREA (COMMON ELEMENTS AREA) = 0.118 Ha.  
 PARCELS OF TIED LAND (POTL): 15 POTLs  
 LAND USE INFORMATION OBTAINED FROM SITE PLAN PREPARED BY VA3 DESIGN INC.,  
 DATED FEBRUARY 1, 2023.

OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE R-PE SURVEYING LTD., O.L.S.  
 TO PREPARE AND SUBMIT THIS DRAFT PLAN OF COMMON ELEMENTS CONDOMINIUM  
 TO THE TOWN OF CALEDON FOR APPROVAL.

BOLTON SUMMIT DEVELOPMENTS INC.

DATE FEBRUARY 22<sup>nd</sup>, 2023

*[Signature]*  
 SAM MORRA  
 AUTHORIZED SIGNING OFFICER  
 I HAVE THE AUTHORITY TO BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED  
 AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE ACCURATELY AND CORRECTLY  
 SHOWN ON THIS PLAN.

DATE FEBRUARY 22<sup>nd</sup>, 2023

*[Signature]*  
 S. GONWARDENA  
 ONTARIO LAND SURVEYOR