

TOWN OF CALEDON  
PLANNING  
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**PLANNING JUSTIFICATION REPORT  
OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT  
AND SITE PLAN APPROVAL APPLICATIONS**

HARVESTONE CENTRE INC.  
13656 EMIL KOLB PARKWAY  
TOWN OF CALEDON



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## 1.0 INTRODUCTION

Humphries Planning Group Inc., (HPGI) is the planning consultant for Harvestone Centre Inc., the legally registered owner of the property municipally known as 13656 Emil Kolb Parkway located within the Bolton Rural Service Centre of the Town of Caledon (herein referred to as the “Subject Site”). The Subject Site is located on the north west corner of the intersection at Emil Kolb Parkway and Harvest Moon Drive. The Subject Site is currently vacant and is approximately 4,537.89 square meters in area. The site has a frontage of 39.87 metres along Emil Kolb Parkway and 67.62 metres on Harvest Moon Drive. Immediately surrounding the Subject Site are predominantly residential and open space uses.

A Pre-Consultation (DART) Meeting was held with the Town of Caledon on April 9, 2020 to discuss the development of the Subject Site, as well as, to clarify the information required to be submitted at the time of application submission. A further DART Meeting occurred on February 25, 2021. The applications and supporting materials are being submitted in accordance with the Record of Pre-Consultation issued by Planning Staff at the Town of Caledon dated February 25, 2021, and updated on August 5, 2021.

This Planning Justification Report (‘Report’) provides a description of the Subject Site, the development proposal along with the approvals required to permit the development of the site for residential land uses. It also considers the application in the context of Provincial, Regional and Local Planning Policy and Regulatory documents, and provides a professional planning opinion and justification in support of the development proposal.

In conjunction with the submission of this Report, concurrent Applications for Official Plan Amendment, Rezoning and Site Plan Approval have been submitted to the Town of Caledon in order to facilitate the proposed development.

## 2.0 PURPOSE OF REPORT

The purpose of this Report is to outline and evaluate the nature of the proposed development in the context of the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (GGH), the Region of Peel Official Plan, the Town of Caledon Official Plan and the Town of Caledon Zoning By-law 2006-50. This Report provides planning analysis and justification in accordance with good planning as a basis for supporting this development being requested through these applications.

### 3.0 SITE DESCRIPTION AND CONTEXT

#### 3.1 Description of Subject Site

The Subject Site, identified in Figure 1, is located at the north west corner of the intersection at Emil Kolb Parkway and Harvest Moon Drive, in the Bolton Rural Service Centre of the Town of Caledon. The Subject Site is 4,537.89 square metres in area, and has a frontage of 67.62 metres along Harvest Moon Drive and 39.87 metres along Emil Kolb Parkway. The Subject Site is currently vacant of any structures, and has a total of 20 trees on site, as confirmed by the enclosed Arborist Report, prepared by Landscape Planning Ltd., in coordination with The Urban Arborist Inc.



Figure 1: Air Photo of Subject Site ( — Subject Site)

#### 3.2 Legal Description

The Subject Site is described as one parcel, and is legally described as follows:

FIRSTLY: PART LOT 9, CONCESSION 5 ALBION, PART 2 PLAN 43R10166, SAVE AND EXCEPT PART 11 PLAN 43R30591; S/T EASEMENT IN GROSS OVER PART 12 PLAN 43R30591 AS IN PR1070814; S/T EASEMENT FOR ENTRY AS IN PR1191573; SECONDLY: PART LOT 9, CONCESSION 5 ALBION, PART 1 PLAN 43R28725, SAVE AND EXCEPT PART 10 PLAN 43R30591; S/T EASEMENT FOR ENTRY AS IN PR1191573; TOWN OF CALEDON

### 3.3 Surrounding Land Uses

Land uses and built form characteristics in the vicinity of the Subject Site include:

**North:** The lands located immediately north of the Subject Site is occupied by a large residential lot fronting onto Emil Kolb Parkway. Two-storey townhouse and multiple-unit residential dwellings are located within Registered Plan of Subdivision in 43M-1324 further north of the Subject Site.

**South:** Immediately south of the Subject Site is Harvest Moon Drive. Further south of Harvest Moon Drive is a Stormwater Management Pond and single-family homes fronting onto Harvest Moon Drive.

**East:** Directly east of the Subject Site is Emil Kolb Parkway. The lands located east of Emil Kolb Parkway predominately consist of forested and green lands. Further east is a residential subdivision, which consists mainly of single-detached dwellings.

**West:** The lands west of the Subject Site are occupied by residential uses in a registered plan of subdivision. Immediately west of the Subject Site are two (2) blocks of townhouse dwellings.

### 3.4 Existing Easements

The Subject Site is subject to two (2) existing easements including; a permanent easement in favour of Hydro One Networks Inc., registered on title as Instrument No. PR1070814, which cannot be removed, and a grading/drainage right of re-entry, contained in Instrument No. PR1191573. The right of re-entry easement contained in Instrument No. PR1191573, is in favour of Jaipur Group Inc. and affects Parts 1 and 2 of the Subject Property. This right of re-entry easement will expire dependant on the grading work assumed by the Municipality.

### 3.5 Transportation

The Subject Site is served by a network of existing local and arterial roads and is in close proximity to transit corridors, which encourages mobility throughout the Town of Caledon and the Region of Peel.

The Subject Site has frontage onto Harvest Moon Drive and Emil Kolb Parkway. Emil Kolb Parkway and King Street W (east of Emil Kolb Parkway, which becomes Harvest Moon Drive) are classified as Medium Capacity Arterial roads, per Schedule J – Long Range Road Network of the Town of Caledon Official Plan. Medium Capacity Arterial roads serve moderate volumes off traffic at



moderate speeds. Coleraine Drive to Emil Kolb Parkway is also recognized as the Proposed Bolton Arterial Route (BAR). Harvest Moon Drive is recognized as a Local Road within the Town of Caledon, as per Schedule K – Road Right-of-Way Widths of the Town of Caledon Official Plan.

The Subject Site is approximately 290 metres north of the Canadian Pacific Railway (CPR) route and south west of a Transportation Study area, per Schedule J – Long Range Road Network of the Town of Caledon Official Plan.

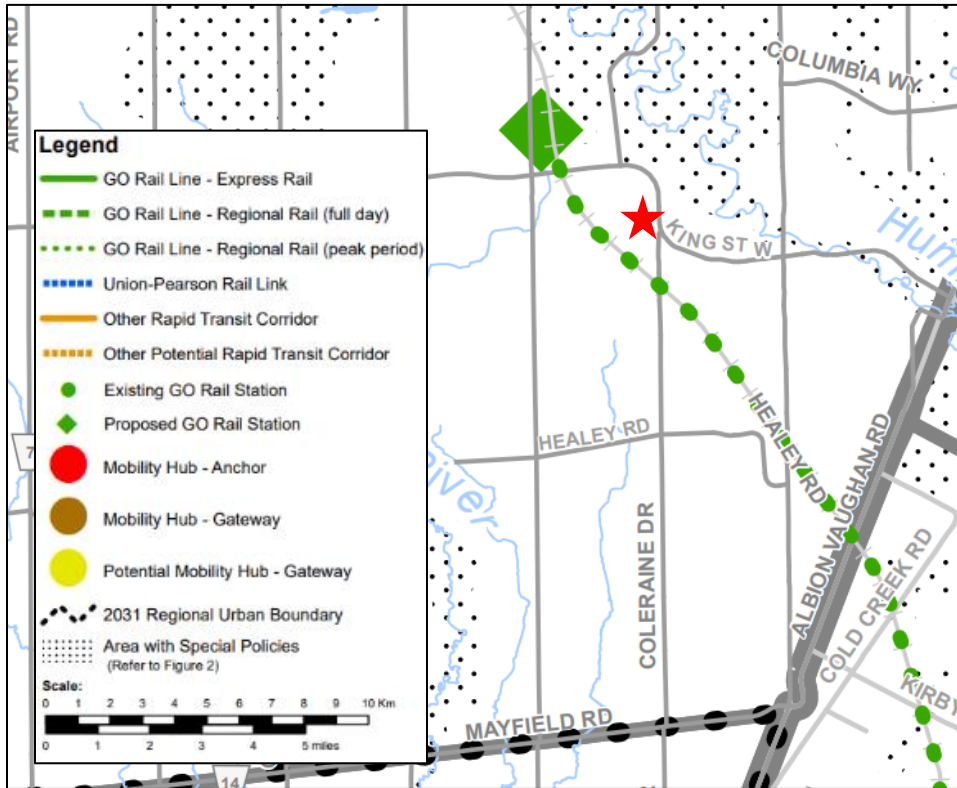


**Figure 2: Schedule J: Long Range Road Network, Town of Caledon Official Plan (\* Subject Site)**

The Town of Caledon introduced a local transit line in the Bolton area in November 2019 to be operated by Voyago, a local transit service. The closest bus stop in proximity to the Subject Site is Stop 3S at Coleraine Drive and Old Elmwood Drive, which is approximately 440 metres south of the Subject Site. The Bolton line currently operates during peak hours with a morning and afternoon bus route.

The Subject Site is in close proximity to GO Transit, Bus Route 38 – Bolton/Malton which has 19 stops departing from the Malton GO Station in Mississauga to Highway 50 and Columbia Way. The closest proximal bus stop along this route is approximately 1.5km east of the Subject Site, located at Queen Street and Mill Street.

In accordance with Schedule G - Rapid Transit Corridors (Long term Concept) of the Region of Peel Official Plan, the Subject Site is just north of the proposed GO Rail Line, and south east of the proposed GO Rail Station situated at the King Street and Humber Station Road Intersection. The lands located at Humber Station Road and King Street, approximately 2.1 km away from the Subject Site have been approved for the future Caledon GO Rail site, in accordance with Zoning Order – Town of Caledon O.Reg. 171/21. The Zoning Order also approved the expansion of residential opportunities near the future Caledon GO Station.



**Figure 3: Schedule G – Rapid Transit Corridors (Long Term Concept), Region of Peel Official Plan (\* Subject Site)**

#### 4.0 DEVELOPMENT HISTORY

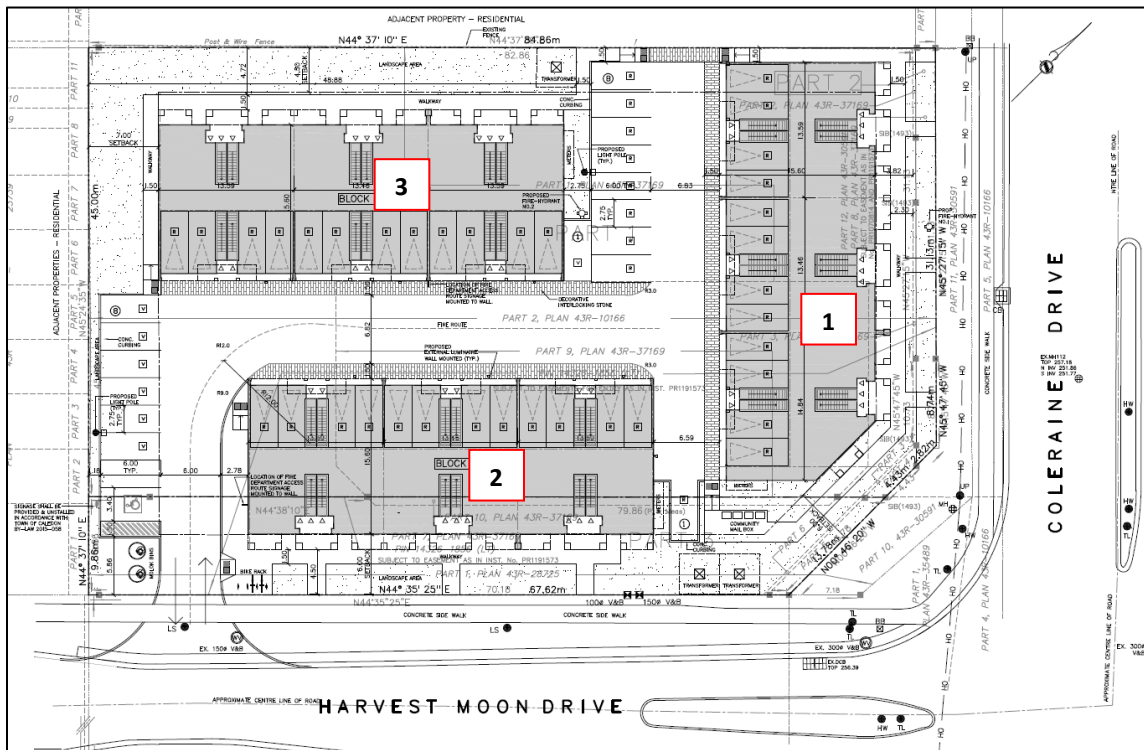
The Subject Site has previously considered a commercial development proposal which was submitted to the Town of Caledon. A Zoning By-law Amendment was submitted to the Town in June 2008 (File No. RZ 08-12) to rezone the Subject Site from Agricultural (A1) to Neighbourhood Commercial (CN) to facilitate the development of a commercial building. During the zoning review process, it was determined by Town Staff that an Amendment to the Official Plan was required to revise policies outlined in the “Local Commercial” land use designation. Official Plan Amendment 220 was then approved in June 2009 and the subject rezoning application resumed.

In 2014, the owner’s previous planning consultant submitted a Site Plan Approval Application (File No. SPA 14-0037), to be considered concurrently with the Zoning By-law Amendment Application. The subject development proposal contemplated a two-storey commercial building with retail uses on the ground floor and office uses on the second floor. The proposed development also provided a total of 64 parking spaces for retail and office uses. Subsequent resubmissions were made to address comments provided by Town Staff and external agencies.

The applications never proceeded for approval purposes, and subsequently cancelled.

**5.0 DEVELOPMENT PROPOSAL**

The proposed development contemplates three (3) three-storey townhouse blocks of 15 units each, to be created, further separated into 45 stacked back-to-back residential townhouse units on a private lane, with one access to Harvest Moon Drive. The stacked back-to-back townhouse units consist of one (1) one-bedroom + den unit and 44 two-bedroom units, in bungalow and two-storey formats. The proposed development has a total gross floor area (GFA) of 4,415.11 square metres. The development proposal provides a total of 54 parking spaces at surface level, 1 parking space is provided for each residential unit and 9 spaces for visitor parking, including 1 barrier-free parking space. The proposed development accommodates 36 residential parking spaces in single car garages, the remaining 9 parking spaces allocated for residents of the proposed development are accommodated along the interior of the development. A bicycle rack is also incorporated in the proposed development at the access point from Harvest Moon Drive, south of Block 2, to encourage active transportation. The community mailbox is located south of Block 1. The proposed development will receive municipal waste collection by molok bins located at the south west corner of the site adjacent to the entrance of the proposed development.



**Figure 4: Proposed Site Plan (extract)**



## **6.0 DESCRIPTION OF PLANNING APPLICATIONS**

Applications for an Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval are being submitted to facilitate the proposed residential development.

### Official Plan Amendment

The purpose of the submitted Official Plan Amendment Application is to replace the existing land use designation for the Subject Site. The Subject Site is designated “Local Commercial” within the West Bolton Secondary Plan Area of the Town of Caledon Official Plan. This land use designation permits commercial uses and it encourages development to be integrated with the adjacent “High Density Residential” designated lands to the west of the Subject Site as a community design focal point. As such, this Official Plan Amendment seeks to replace the existing “Local Commercial” land use designation with the “High Density Residential” designation, which supports the proposed development scenario.

### Zoning By-law Amendment

A Zoning By-law Amendment Application has been submitted to rezone the Subject Site in support of the proposed development and reflect the proposed land use designation. The Subject Site is currently zoned “A1 Agricultural” zone, which allows for agricultural uses on the site. In support of the proposed development, the subject Zoning By-law Application intends to rezone the Subject Site from “A1 Agricultural” Zone to “RT - Townhouse Residential” Zone, with site specific provisions to accommodate the proposed residential development.

### Site Plan Approval

A Site Plan Approval Application has also been submitted concurrently with the applications for OPA and ZBLA for the proposed development. The Site Plan Approval Application will execute the details of the development and its design features, including built form, landscape elements and vehicle maneuverability.

### Draft Plan of Condominium

A Draft Plan of Condominium for a standard condominium is required to full implement the residential development. The Application for Draft Plan of Condominium will be submitted at a later date to further divide the proposed development so that future owners of the townhomes hold title to their unit.

## **7.0 SUPPORTING MATERIALS**

Pre-Consultation (DART) Meetings were held on April 9, 2020 and February 25, 2021, with the Town of Caledon Staff, to discuss the details of the proposed development and to confirm the required reports, plans and other supporting materials to be submitted to facilitate the proposed development. The following section provides a brief summary of the supporting studies and reports being submitted in conjunction with this Report.

### 7.1 Tree Inventory and Arborist Report

A Tree Inventory and Arborist Report was prepared by Landscape Planning Limited, in coordination with The Urban Arborist for the proposed development at the Subject Site. This report and plan identify tree preservation boundaries and trees marked for removal and retention. The Urban Arborist conducted an on-site inspection on February 23, 2021 to tag and inventory all existing trees. A total of twenty (20) trees were tagged and inventoried on the Subject Site. A total of seventeen (17) existing trees on the Subject Site are to be removed, subject to the proposed development. The report also identifies three (3) trees for preservation, which are owned by the Town, located along Harvest Moon Drive. The three (3) retained trees are average in health, although one tree (identified as #1233) leans heavy to the south.

### 7.2 Phase 1 Environmental Site Assessment

A Phase One Environmental Assessment (“ESA”) was prepared for the Subject Site, by Pertius Environmental Consultants Inc., in coordination with Hydrogeology Consulting Services (HCS).

The Phase One ESA identifies four (4) Areas of Potential Environmental Concerns (APECs), based on Potentially Contaminating Activities (PCAs), both on the Subject Site and within the Phase One study area, as determined through available historical records. The assessment concluded that a Record of Site Condition (RSC) is not required for the Subject Site.

### 7.3 Functional Servicing Report

Soscia Engineering Ltd. prepared a Functional Servicing Report in support of the proposed development of the Subject Site. This report evaluates the proposed storm, sanitary and water servicing requirements for the proposed development.

#### *Stormwater servicing*

The Site stormwater runoff will be collected by the proposed underground storm sewer system and directed to the existing Double Catch Basin (“DCB”) located just south of the Subject Site on Harvest Moon Drive. The storm drainage discharges to a municipal stormwater management pond located south of Harvest Moon Drive. In addition, water quality controls are proposed by a quality treatment unit to yield a minimum of 80% for TSS removal.

### *Water supply*

Water supply for the proposed development will be provided by an existing 300 mm diameter watermain located on Harvest Moon Drive, immediately south of the Subject Site. To meet Town standards, a 150 mm PVC water service line is proposed. The proposed development will be serviced by an existing Town fire hydrant, which is to be relocated from the proposed driveway along Harvest Moon, and private hydrant located within the development scenario.

### *Sanitary servicing*

The proposed development will connect to the existing 375mm diameter watermain pipe on Coleraine Drive. The anticipated sanitary discharge from the proposed development is 4.36 L/s. The report indicates that there will be no surcharge in the municipal sewer system as a result of the proposed development.

## 7.4 Stormwater Management Report

A Stormwater Management Report, was prepared by Soscia Engineering Ltd. for the proposed development on the Subject Site. The report evaluates the proposed site drainage, water balance analysis, water quality and stormwater management practices for the development scenario. A proposed flow restrictor is provided at the outlet of Control Manhole (MH1) to achieve an allowable release rate of 47.89 L/s of 100-year uncontrolled flow. The proposed development provides a site storage of 51.75 m<sup>3</sup> and water recharge storage of 15.42 m<sup>3</sup>. On-site water quality controls are implemented via stormceptor model EF4 to allow for 88% TSS removal.

## 7.5 Hydrogeological Assessment

Hydrogeology Consulting Services (HCS) was retained to prepare a Hydrogeological Assessment for the Subject Site to evaluate the groundwater conditions in support of the proposed residential development. The Assessment consisted of a site visit, drilling boreholes, completed with monitoring wells, and laboratory testing. The boreholes and monitoring wells were conducted concurrently with the enclosed Geotechnical Investigation, prepared by CMT Engineering Inc. A total of six (6) boreholes were drilled and three (3) included the installation of monitoring wells. The Assessment concludes that construction dewatering assessment for proposed slab on grade construction will not require excavation below the measured perched water levels beneath the property.

## 7.6 Traffic Impact Study & Parking Justification Study

A Traffic Impact Study and Parking Justification Study was prepared by Nextrans Consulting Engineers, which concluded that the proposed development can adequately be served by the existing transportation infrastructure network and proposed number of parking spaces provided. The development proposal is expected to generate 19 two-way trips (4 inbound and 15 outbound)

during the AM peak hour and 26 two-way trips (16 inbound and 10 outbound) during the PM peak hours.

The proposed development provides a total of 54 parking spaces, which accommodates 45 residential parking spaces and 9 visitor parking spaces. The proposed parking reduction of 48 parking spaces is justified through a proxy site parking utilization survey, ITE Parking generation, the Town of Caledon Official Plan and Transportation Demand Management. As such, Nextrans Consultants provides justification that confirms the proposed parking supply of 54 parking spaces is adequate to meet the expected demand of the proposed development and support alternative modes of transportation.

#### 7.7 Stage 1 & 2 Archaeological Assessment

Irvin Heritage Inc. was retained to conduct a Stage 1 and 2 Archaeological Assessment for the Subject Site. The Stage 1 Assessment is intended to inform the Subject Site's history, proximity to registered archaeological sites and watercourse. A Stage 2 Archaeological Assessment was conducted, to document all archaeological resources and recommend the appropriate next steps.

The Stage 2 Assessment concludes no identification of archaeological resources were found on the Subject Site, based on a conducted Test Pit survey analysis. As such, the Stage 1 and 2 Archaeological Assessment enclosed with this submission recommends that no further archaeological assessment of the Subject Site is required.

#### 7.8 Geotechnical Report

A Geotechnical Report, prepared by CMT Engineering Inc., in coordination with Hydrogeology Consulting Services (HCS), was completed to obtain information and assess the subsurface conditions and borehole findings to inform geotechnical recommendations for the proposed development. The geotechnical fieldwork consisted of six (6) boreholes drilled to depths ranging between 3.66 metres to 6.10 metres. Three (3) of the six (6) boreholes were completed with monitoring wells. The report concludes that construction should be conducted in accordance with a number of geotechnical considerations to support the necessary infrastructure, pavements and building structures to permit the proposed development.

#### 7.9 Preliminary Environmental Noise Report

Jade Acoustics Inc. was retained to prepare a Preliminary Environmental Noise Report in support of the proposed residential development. Their analysis was based on the evaluation of the primary noise source, which is the road traffic on Emil Kolb Parkway and King Street East.

The report concludes that with the appropriate mitigative measures, all residential blocks will meet noise guidelines. As such, blocks adjacent to Emil Kolb Parkway and Harvest Moon Drive require central air conditioning or forced air heating systems at a later date, if noise becomes a concern. Jade Acoustics indicates that where minor excesses exist or mitigation is required, future occupants are to be advised through the use of warning clauses.

## **8.0 POLICY ANALYSIS**

This section provides a summary of the relevant planning policies and an evaluation of the proposed development. The following policy documents have been reviewed and considered in preparation of this report; Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2018), the Town of Caledon Official Plan (2018), and the Town of Caledon Zoning By-law 2006-50. The Municipal Comprehensive Review (“MCR”) process for the Region of Peel and Town of Caledon are currently ongoing.

### **8.1 PROVINCIAL POLICY**

#### **8.1.1 PROVINCIAL POLICY STATEMENT (2020)**

The Provincial Policy Statement, 2020 (“PPS”) came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to permit appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All decisions affecting planning matters in Ontario “*shall be consistent with*” the policy statements issued under the Planning Act.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and required that municipalities plan for an appropriate range and mix of land uses throughout the Province. The PPS supports intensification, infill and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are available.

Section 1.0 of the PPS provides direction related to “Building Strong Healthy Communities” and is applicable to the Subject Site. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification are also encouraged.

Section 1.1.1 provides direction for managing and directing land use in order to achieve efficient and resilient development and land use patterns. The policies state:



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

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

*Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

The proposed development is aligned with the policies set out in Section 1.1.1 and 1.1.2 of the PPS, as it introduces an appropriate form of development within an identified settlement area. The proposed development will create a more compact form of residential development that will facilitate intensification within the Town of Caledon's built boundary. Further, the development proposal supports a more efficient land use pattern and will provide a greater range and mix of

housing typology, which will contribute to broadening the current range of housing options in the community and support future growth needs of the Town and Region.

Section 1.1.3 of the PPS, focuses and directs growth and development towards designated Settlement Areas. Land use patterns within settlement areas should be based on an appropriate range and mix of land uses and densities that make efficient use of available land and existing infrastructure. Section 1.1.3 includes the following applicable policies:

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

*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.*

*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.*

The proposed development represents a form of intensification through the redevelopment of an underutilized parcel of land and provides for an efficient development and land use pattern on the Subject Site. The vacant lands are suitable in shape and size to facilitate the proposed residential development. The PPS recognizes that growth in settlement areas require intensification and development in areas that are well served by existing and planned infrastructure and public services. The proposed development is consistent with the above noted policies as it provides for growth and intensification in the Town of Caledon's Bolton Settlement Boundary. The proposed development represents a more compact built form which is appropriate and compatible with the surrounding context and community.

Section 1.4 of the PPS addresses housing and contains policies which call for an appropriate range and mix of housing types and densities to be provided in order to meet the projected requirements of current and future residents. The following policies are applicable to the development proposal:

*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:*

- a) 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;*

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The PPS directs the development of new housing towards locations where an appropriate level of municipal infrastructure and public service facilities exist or have been planned for. The Subject Site is located in an area with access to a wide range of community services and facilities including public parks, schools and place of worship which will support the proposed development and its residents. The Subject Site is immediately adjacent to a small block of designated high-density residential dwellings to the west and is in a subdivision which is predominately characterized by a mix of low and medium density residential dwellings. The proposed development introduces 45 stacked back-to-back residential townhouse units, which will contribute to the current mix of housing typologies and diversify the existing supply of housing options in the surrounding area, while maintaining compatibility. The development proposal reduces demand for outward expansion of the built-up area for residential uses by locating development within an existing community.

Section 1.6 of the PPS outlines policies for infrastructure and public services. Existing infrastructure and public service facilities are intended to be maximized, wherever possible, before developing new infrastructure and public service facilities. The following policies are relevant to the proposed development:

*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.*

*Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:*

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and 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.*

*1.6.6.1 Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services; and*
  - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;**
- b) ensure that these systems are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;*
  - 2. prepares for the impacts of a changing climate;*
  - 3. is feasible and financially viable over their lifecycle; and*
  - 4. protects human health and safety, and the natural environment;**
- c) promote water conservation and water use efficiency;*
- d) integrate servicing and land use considerations at all stages of the planning process; and*
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

*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.

The Subject Site will utilize connections to the existing municipal water and sewer services available to the area. The proposed development does not require the establishment of new municipal services, or result in the inefficient utilization of existing servicing infrastructure. A summary of the proposed servicing strategy prepared by Soscia Engineers is found in Section 7.0 of this Report.

The relationship between transportation infrastructure and growth management is a primary consideration found throughout the PPS. Section 1.6.7 of the PPS advocates transit supportive planning by articulating policies that promote intensification, compact built form, mixed-uses in and around transit nodes and corridors, and protecting corridors and rights-of-way for transit and transit-related facilities in order to support public transit, energy efficiency and improved air quality. The following transportation policies are applicable to the proposed development:

*1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

*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.*

*1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development is consistent with the above noted policies of the PPS. The proposed development will be well serviced by public transit services and major road networks. A local

Transit Line, Voyago, and GO Transit, Bus Route 38, provide public transit services to the surrounding area. The nearest bus stop which is serviced by Voyago is at Coleraine Drive and Old Elmwood Drive, approximately 440 south of the Subject Site. The nearest bus stop serviced by GO Transit is located at Queen Street and Mill Street, approximately 1.5km east of the Subject Site. The future Caledon GO Rail site, which was approved in accordance with Zoning Order under O.Reg 171/21, will be located at Humber Station Road and King Street.

The Traffic Impact Study ('TIS') prepared by Nextrans Consulting Engineers demonstrates how the proposed development can support existing and future transportation networks. A summary of the TIS can be found in Section 7.0 of this Report.

### **Summary**

The proposed development is consistent with policies of the PPS as it:

- Focuses and directs growth and development towards a designated Settlement Area.
- Encourages an increase in the mix and supply of housing through the development of 45 stacked back-to-back townhouse units.
- Supports the efficient use of land and considers the compatibility of the surrounding land uses and built form.
- Promotes development on an underutilized property to support intensification within the Bolton area that is compatible with surrounding land uses.
- Is supported by existing municipal infrastructure, including water and wastewater services.

For the reasons stated above, it is our opinion that the proposed development and subject applications are consistent with the relevant policies of the PPS.

### **8.1.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE**

While the PPS provides overall policy direction related to matters of provincial interest, the Growth Plan for the Greater Golden Horseshow ("GGH") provides guidance for the growth and development of communities within the GGH. The new Growth Plan took effect on May 16, 2019, however Amendment 1 (2020) to the Growth Plan was approved and came into effect on August 28, 2020.

The intent of the Growth Plan is to plan and manage growth to support the development of complete vibrant communities, support a strong and competitive economy and better the integration of land use planning and public infrastructure in the Greater Golden Horseshoe.

Section 1.2.1 of the Growth Plan sets out the guiding principles that are intended to guide the province's vision for the GGH regarding land development, resource management and public investment to achieve growth targets established in the Growth Plan. The following guiding principles are applicable to the proposed development of the Subject Site.

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

The proposed development is an appropriate form of development for this site as it seeks to introduce an intensified land use at a higher density, in a low-rise format. The intensification of the Subject Site by accommodating residential development supports the efficient use of land and municipal infrastructure in the Bolton area.

Section 2.2.1 of the Growth Plan Outlines the policies that guide how growth is managed. With respect to forecasted growth, it is stated that:

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. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a) *the vast majority of growth will be directed to settlement areas that:*
    - i. *have a delineated built boundary;*
    - ii. *have existing or planned municipal water and wastewater systems;*  
*and*
    - iii. *can support the achievement of complete communities;*
  - b) *growth will be limited in settlement areas that:*
    - i. *are rural settlements;*
    - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
    - iii. *are in the Greenbelt Area;*
  - 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*
  - f) *the establishment of new settlement areas is prohibited.*

The growth forecast policies of Section 5.2.4 of the Growth Plan are intended to be implemented by the upper and lower tier municipalities through the completion of a municipal comprehensive review (“MCR”). Given that an MCR has not yet been completed by the Region of Peel or Town of Caledon, the existing growth forecasts for the Region of Peel remain in effect and applicable to the Subject Site.

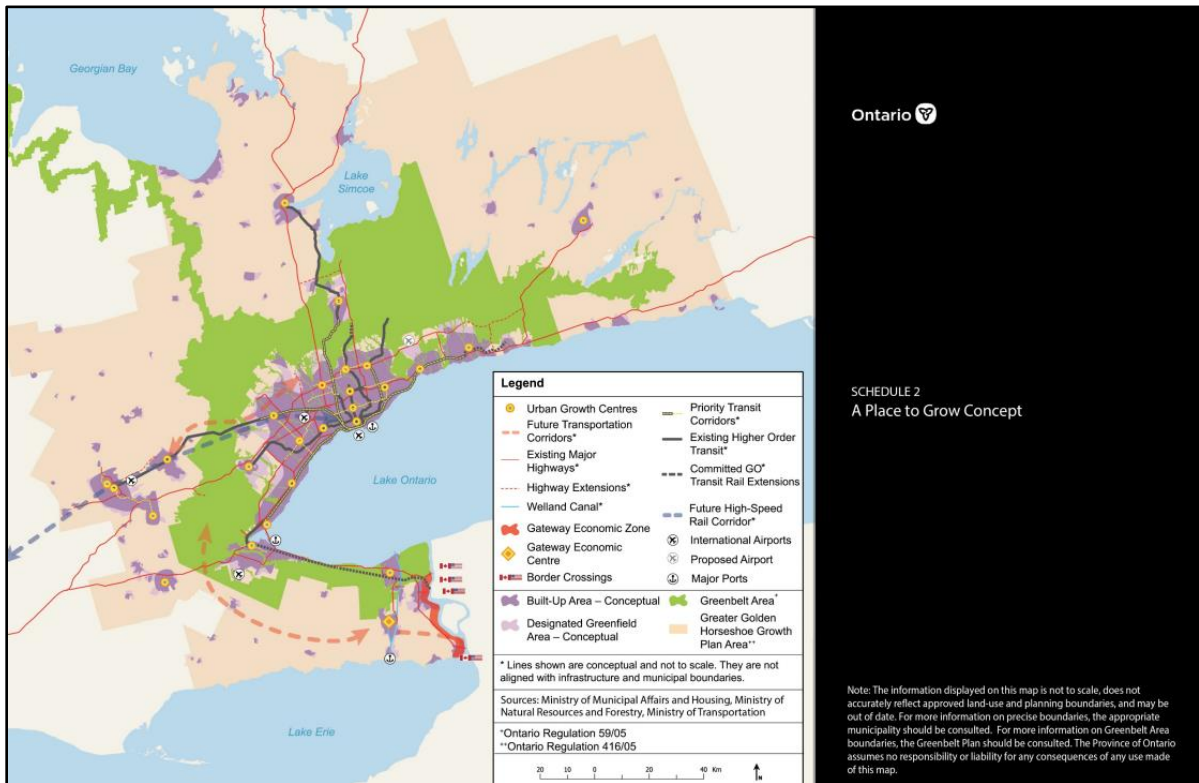
In accordance with Section 2.2.1.2, the Subject Site is located in a designated Settlement area, within the delineated built boundary of the Town of Caledon. The proposed development will benefit from existing municipal services including water and wastewater connections. Further, the proposed development contributes to the Growth Plan’s goal of developing ‘complete communities’ by introducing a new low-rise housing typology to the area. The result is an appropriate mix of housing options to accommodate the housing needs within the Town of Caledon.

The policies of the Growth Plan also seek to ensure that development results in the establishment of 'complete' communities. This is addressed in Section 2.2.1.4 of the Growth Plan which states:

4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
  - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
  - c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*
    - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
    - iv. *healthy, local, and affordable food options, including through urban agriculture;*
  - e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
  - f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
  - g) *integrate green infrastructure and appropriate low impact development.*

The proposed development of the Subject Site supports appropriate development of a 'complete' community in that it provides for residential housing options (i.e. 2 bedroom and 1 bedroom + den units, as well as bungalow and two (2) storey units) that can accommodate the needs of various household age groups, sizes and incomes. Further, the proposed development contributes to the minimum intensification target of all development occurring in the built-up area by intensifying the Subject Site for high-density residential land uses in a compact urban format that supports active transportation and has access to public services and facilities. These elements contribute to the promotion of public health and safety in accordance with Section 2.2.4 of the Growth Plan and further assist in the establishment of a 'complete community'.





**Figure 5: Schedule 2: A Place to Grow Concept (Growth Plan, 2020)**

Section 2.2 of the Growth Plan addresses growth management and the determination of how and where growth should be directed and planned for throughout the delineated built-up areas. The following policies are relevant with respect to the proposed development.

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. *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.*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - 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;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

In considering that the Town of Caledon is generally characterized as a rural municipality, opportunities for intensification within the delineated built-up area exist primarily in the Bolton Rural Service Centre, per the Town of Caledon Official Plan. The proposed development supports the objectives of the Growth Plan to direct growth within the delineated built boundary. The proposed stacked back-to-back townhouse development proposal contributes to the minimum intensification target for the delineated built-up area in the Town of Caledon by providing an additional 45 residential units.

Achieving a range and mix of housing options, including affordable housing, to serve all sizes, incomes, and ages of households is a key component of the Growth Plan. Section 2.2.6 of the Growth Plan provides policies relative to the diversification of housing types and tenures and dictates that a greater variety of appropriate residential uses will be supported to accommodate the growth forecasts. Municipalities will promote a range and mix of residential uses by:

*Section 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 policies of this Plan by:*
    - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
    - ii. *establishing targets for affordable ownership housing and rental housing;*
  - b. *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
  - c. *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*
  - d. *address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and*
  - e. *implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.*
2. *Notwithstanding policy 1.4.1 of the PPS, 2014, 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 this Plan;*
  - b. *planning to achieve the minimum intensification and density targets in this 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.*
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.*
  4. *Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

This overall development scenario consists of a total of 45 residential units separated into three (3) blocks and offers housing options such as one one-bedroom + den unit and 44 two-bedroom units, in the form of bungalow and two-storey units. This supports the provision of diverse housing opportunities and unit sizes available in the Bolton area. Further, the proposed development provides a new housing form to the area, which predominantly consists of single and semi-detached and multiple unit residential dwelling units. The development proposal appropriately aligns with the applicable policies related to affordable housing as it seeks to expand upon the existing range and mix of housing densities and types in order to promote diversity within settlements.

Section 3.2 of the Growth Plan contains policies for integrated approaches to planning in order to optimize existing and future planned infrastructure to support growth. Section 3.2 states that:

1. *Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan.*
2. *Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:*
  - a. *leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
  - b. *providing sufficient infrastructure capacity in strategic growth areas;*
  - c. *identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
  - d. *considering the impacts of a changing climate change.*
3. *Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas.*

*Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.*

In addition to the above noted policies, Section 3.2.6 (2) states:

*Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*

- a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;*
- b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
- c) a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
  - i. demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
  - ii. identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2020, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
  - iii. identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*
- d) in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and*
- e) plans have been considered in the context of applicable interprovincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.*

The proposed development is located in an area in which is currently serviced by existing municipal infrastructure and services with planned capacity.

A Functional Servicing Report and Stormwater Management Report was prepared by Soccia Engineers in order to demonstrate that the proposed development can be adequately serviced by existing and planned infrastructure and systems with sufficient capacity. The analysis of the reports concluded that the proposed development is feasible in accordance with municipal servicing strategies and the required servicing infrastructure will be in place to accommodate the development proposal. An overview of their analysis can be found in Section 7 of this Study.

**Summary**

The Growth Plan promotes development through intensification generally throughout the built-up areas and recognizes the need for more efficient utilization of lands, compact building form and supports higher densities in appropriate areas, where infrastructure and public transportation exist and can be optimized. The proposed development supports the objectives and conforms to the relevant policies of the Growth Plan by:

- Directing and focusing residential and infill development within an existing Settlement Area and the delineated boundary of Bolton, in the Town of Caledon.
- Focusing development on an underutilized Site with vacant land, to optimize land resources.
- Locates development in an established community with access to local amenities, and connections to municipal water and waste water systems.
- Promotes the development of a complete community by expanding the existing range of housing types.

Based on the above analysis, it is our opinion that the proposed development conforms to the policies of the Growth Plan (2020).

**8.2 REGIONAL POLICY****8.2.1 REGION OF PEEL OFFICIAL PLAN (2018)**

The Region of Peel Official Plan was adopted by Regional Council on July 11, 1996, through By-law 54-96. The Region of Peel Official Plan, December 2018 Office Consolidation, is the in-force Regional Official Plan, which provides policies to promote healthy and sustainable communities, encourage a strong economic system and protect and enhance the natural environment and its ecosystems.

Chapter 4 – Regional Forecasts considers the growing and changing urban and rural systems across the Region of Peel. Table 3 of the Region of Peel Official Plan outlines the Region’s population and employment growth forecasts to accommodate growth to the year 2031.

**4.1.2 Goal**

*To ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner.*

<b>Table 3: Population, Household and Employment Forecasts for Peel<sup>1</sup></b>						
<b>Municipality</b>	2021			2031		
	Population <sup>2</sup>	Households	Employment	Population <sup>2</sup>	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>

**Table 1 – Population, Household and Employment Forecasts for Peel (Table 3 - Region of Peel Official Plan)**

The Region of Peel is anticipated to grow by 150,000 residents by the year 2031, which is to be allocated and assigned between the three (3) lower-tier Municipalities (Caledon, Brampton and Mississauga). The Town of Caledon is expected to grow by 21,000 residents by the year 2031. The development proposal locates new residential units in the Bolton Settlement Area boundary of the Town of Caledon. According to the Region of Peel 2020 Development Charge Background Study, Schedule 3 of Appendix A shows the average number of persons per unit by type. The Region of Peel recognizes 3.328 persons per unit (“PPU”) for townhouse dwellings. As such, the population projection generated by the proposed development is 149.76 new residents, which will contribute to the population growth within the Region of Peel.

Chapter 5 of the Region of Peel Official Plan outlines policies and framework with regards to the urban, rural and natural systems within the Region. In accordance with Schedule D – Regional Structure, the Subject Site is within the Rural Service Centre of the Rural System, outside of the 2031 Regional Urban Boundary. Chapter 5.4 of the Official Plan provides policies for the Rural System, which includes Rural Service Centres within the Region.

According to Chapter 5.4.2.1 and 5.4.2.2 the Region of Peel Official Plan directs the majority of planned growth to occur within the three Rural Service Centres (Mayfield West, Bolton and Caledon East) and the Palgrave Estate Residential Community.

The following objectives and policies outlined in Chapter 5.4.3 - Rural Service Centres of the Region of Peel Official Plan are applicable to the Subject Site:

#### **5.4.3.1 Objectives**

*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.*

*5.4.3.1.4 To provide within Rural Service Centres opportunities for a wide range of goods and services for those living and working in the Rural System.*

*5.4.3.1.5 To establish healthy complete communities that contain, living, working and*

recreational activities, which respect the natural environment, resource and characteristics of existing communities and services. (Adopted ROPA 30)

**5.4.3.2 Policies**

It is the policy of Regional Council to:

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, employment, commercial, recreational and institutional land uses and community services to those living and working in the Rural System. (Adopted ROPA 30)

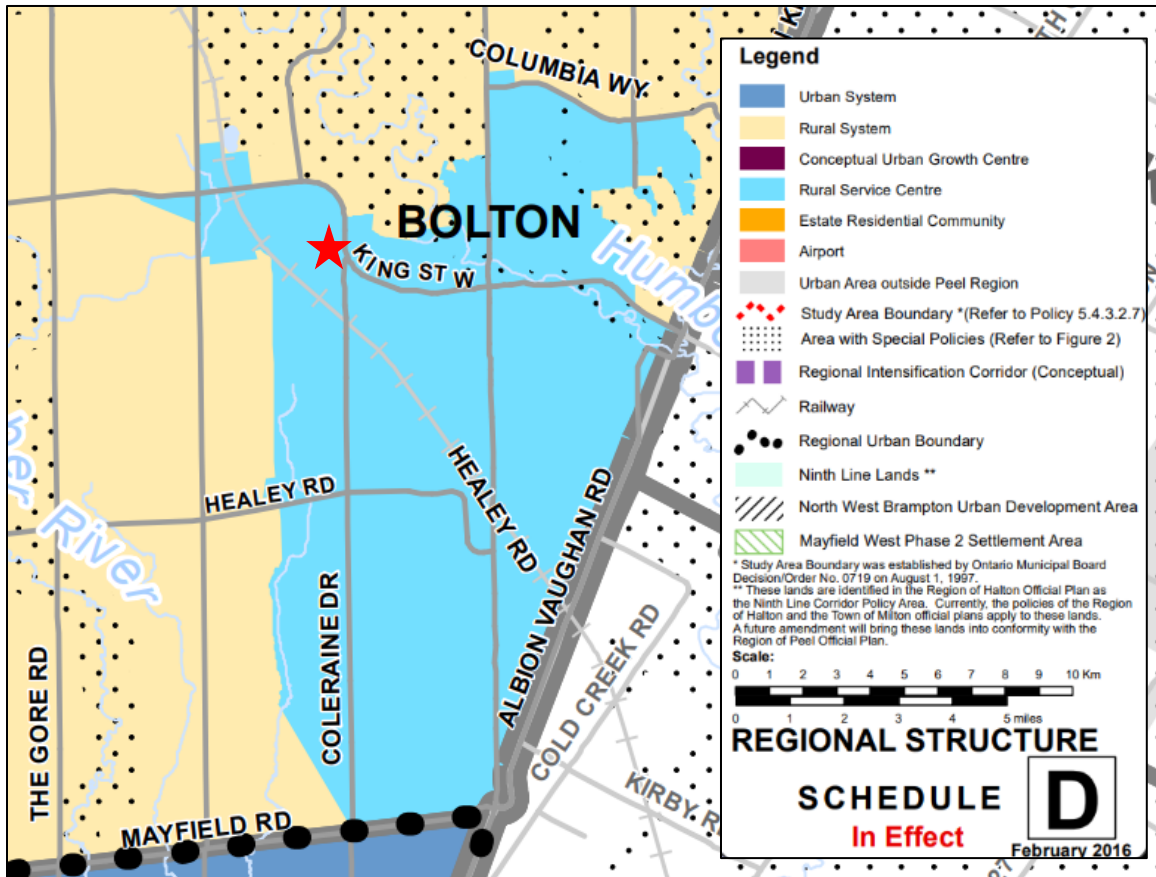


Figure 6: Schedule D: Regional Structure, Region of Peel Official Plan (\* Subject Site)

The Subject Site is located within the Bolton Rural Service Centre within the Town of Caledon. The proposed development is consistent with the above-noted policies of the Region of Peel Official Plan as it focuses growth in the Rural System of the Region of Peel. The development of 45 stacked back-to-back townhouse residential units, will contribute to the existing range and mix of housing types, in a manner which is sensitive to the adjacent land uses within the Bolton Rural Service Centre.



On December 8, 2016, Regional Council adopted ROPA 30 to expand the Bolton Rural Service Centre Settlement boundary. After receiving multiple appeals on ROPA 30 at the Local Planning Appeal Tribunal (LPAT), case number PL170058. On November 30, 2020, a settlement was reached and revised ROPA 30 was approved by oral decision.

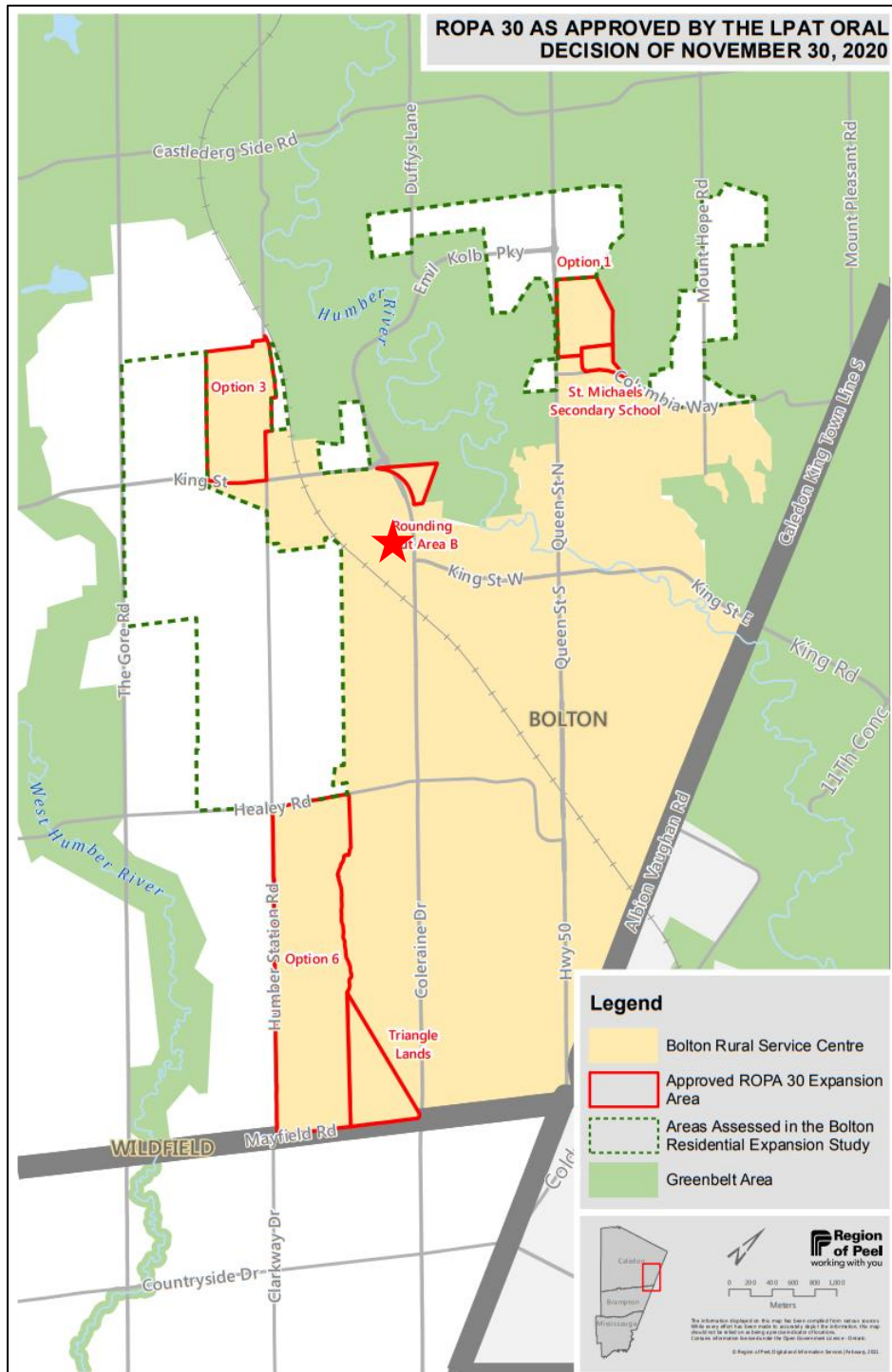


Figure 7: ROPA 30 Expansion Area, as approved (\* Subject Site)



Chapter 5.8 of the Region of Peel Official Plan addresses housing related policies, providing a framework that is committed to achieving an accessible housing supply with a wide range of housing types, sizes and densities to meet the current and future residents within the Region of Peel. The objectives of Section 5.8 of the Official Plan, which are relevant to the proposed development are highlighted below:

*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.*

The proposed development implements the Region's housing objectives as it introduces stacked back-to-back townhouse dwellings as a new form of housing type in the area. By providing high-rise development in a low-rise format, the proposal contributes to the local housing stock to meet the needs of future residents in the Region of Peel. The proposed residential complex efficiently utilizes land resources within the Region of Peel to develop residential units on vacant undeveloped lands through infill development.

### **Summary**

The proposed development conforms to the policies of the Region of Peel Official Plan as it:

- Directs infill and intensification within the built-up area of the Bolton Rural Service Centre.
- The proposed residential development will contribute population growth within the Region of Peel, by accommodating 149.76 new residents, in accordance with the Region's persons per unit type.
- The development scenario introduces stacked back-to-back townhouse dwellings to the area, which will contribute to diversifying the existing housing stock in the area.
- The proposed development accommodates an increased density which will support the future Caledon GO station and transit service infrastructure.

Based on the above analysis, the proposed development conforms to the relevant policies of the Region of Peel Official Plan.

### 8.3 LOCAL POLICY

#### 8.3.1 TOWN OF CALEDON OFFICIAL PLAN

The Town of Caledon Official Plan, April 2018 Office Consolidation is the in-force and effect Official Plan document which provides general policy direction and planning framework to guide and manage growth within the Town of Caledon. The Official Plan outlines the Town's goals, objectives and policies for land use development within the Town.

Section 4.2 of the Town of Caledon Official Plan outlines policies which guide and regulate growth through intensification within the Town of Caledon. Table 4.3, of the Town of Caledon Official Plan outlines the population allocations for each of the Rural Service Centres for years 2021 and 2031. The Bolton Rural Service Centre anticipates a population increase of 11,664 residents by the year 2031.

**TABLE 4.3 Population Allocations - Rural Service Centres**

<b>Population Allocations</b>	<b>2021 Population</b>	<b>2031 Population</b>
South Albion-Bolton	28,234	39,898
Caledon East	8,412	8,412
Mayfield West <sup>(1)</sup>	18,179	26,744
<b>Total</b>	<b>54,825</b>	<b>75,054</b>

*Table 2 – Population Allocations – Rural Service Centres (Table 4.3 – Town of Caledon Official Plan)*

The development proposal locates new residential units in the Bolton Rural Service Centre Settlement Area boundary of the Town of Caledon. According to the Town of Caledon 2019 Development Charge Background Study, Schedule 4 of Appendix A shows the average number of persons per unit by type. The Town of Caledon recognizes 2.791 persons per unit (“PPU”) for “multiples”, including townhouses and apartments in duplexes. As such, the population projection generated by the proposed development is 125.595 new residents, which will contribute to the population growth to mid-2029 within the Town of Caledon.

Sections 4.1 and 5.10 of the Town of Caledon Official Plan outline the hierarchy of settlement areas across the Town of Caledon. Schedule A1 – Town Structure of the Town of Caledon Official Plan identifies the Subject Site as located within the “Rural Service Centre” settlement area boundary. Rural Service Centres are intended to be the primary growth areas within the Town of Caledon, focusing new residential and employment uses within the settlement boundaries. With respect to the proposed development, applicable policies of Section 5.10 of the Town of Caledon Official Plan are as follows:

*5.10.4.5.2.8 Housing development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential intensification proposals, will be considered in the context of 5.10.3.27.8 a) and b).*

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 right-of-ways, 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

Development will provide for a mix of housing types within the Rural Service Centre of Caledon East, based on Low Density development consisting of detached and multiple housing at a net density of up to 16.6 units/net hectare, Medium Density development at a net density of 19-30 units/hectare and apartments permitted as part of mixed-use development.

- b) The following locational criteria will be applied to low, medium and high-density housing development:
- 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.

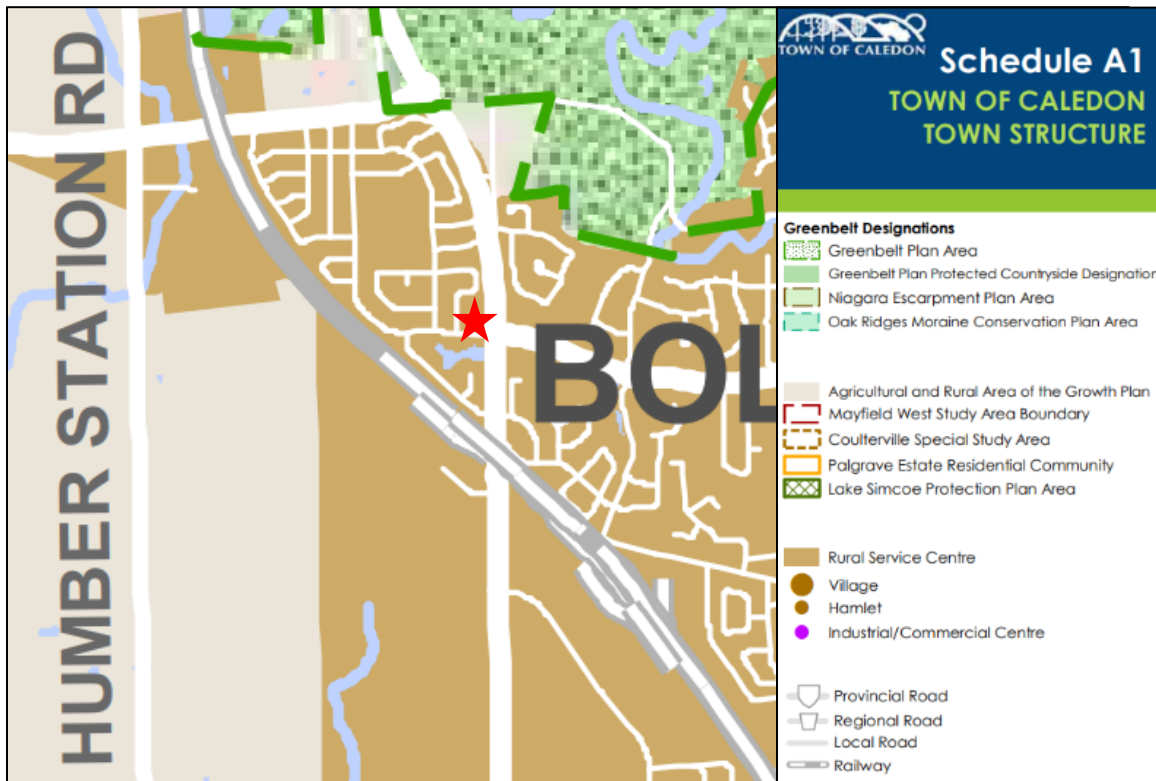


Figure 8: Schedule A1 – Town Structure, Town of Caledon Official Plan (\* Subject Site)

The proposed development encourages intensification in an appropriate manner within the Bolton Rural Service Centre built-up area, through orienting new residential development in a compact built form to maximize land resources. The proposed stacked back-to-back townhouse dwellings will contribute growth within the Rural Service Centre Area. The overall development is transit supportive and has been designed at a scale which is pedestrian friendly and is compatible with the surrounding land uses.

Section 3.5 of the Town of Caledon Official Plan outlines policies which pertain to providing a diverse range of housing to accommodate the needs of current and future residents within the Town of Caledon. The Town’s housing policies reflect the nature of both the rural-based communities and urban areas within the Town. The objectives set out in the Official Plan with respect to the Town’s housing policies are outlined below:

- 3.5.2.1 *To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.*
- 3.5.2.2 *To encourage all forms of residential intensification in parts of built up areas that have sufficient existing or planned infrastructure and*

*community services.*

- 3.5.2.3 To maintain and increase existing and future supply of rental housing stock.*
- 3.5.2.4 To increase the number of existing and new residential dwelling units that incorporate universal design features*
- 3.5.2.5 To promote and foster energy efficiency measures in existing and new residential development.*

The proposed development will maintain and contribute to the Bolton Rural Service Centre by introducing a built-form that is compatible with the surrounding uses. The Subject Site is located in an area which is proximal to a range of community services and public infrastructure such as schools, public parks, and the future Caledon GO Station, which will support the proposed development and meet the needs of its residents. The proposed stacked, back-to-back townhouse dwellings will broaden the range and mix of housing types offered in the community.

Section 5.9 of the Town of Caledon Official Plan outlines policies which relate to transportation. The Town's transportation infrastructure is designed to service existing and future land uses to accommodate various types of travel through a "Multi-Modal Transportation System" across the Town of Caledon. The objectives established by the Town of Caledon are outlined below:

- 5.9.3.1 To develop an appropriate transportation network and hierarchy of roads to promote the safe, convenient, economical and efficient movement of people and goods within and through the Town in concert with the Region, Province, Metrolinx, neighbouring municipalities and other appropriate jurisdictions*
- 5.9.3.2 To promote an integrated transportation system which supports the provision of improved transportation mobility and choice to residents, employees and visitors and provides appropriate linkages among local, Regional and Provincial roads including the network within adjacent municipalities.*
- 5.9.3.3 To ensure that the Town's ecosystem principle, goal, objectives, policies and performance measures are addressed through the planning, design, implementation, operation and maintenance of the transportation system.*
- 5.9.3.4 To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas.*
- 5.9.3.5 To support energy conservation and reduced transportation costs by advocating an expanded role of a public transit system and other sustainable modes of transportation.*
- 5.9.3.6 To optimize the use of the Town's transportation infrastructure and services*
- 5.9.3.7 To ensure that the design of development is supportive of the efficient provision of public transit taking into consideration the Provincial Transit Supportive Land Use Planning Guidelines.*
- 5.9.3.8 To ensure that vehicular parking facilities are compatible with adjacent land uses,*

- appropriately located, and adequate to support future parking demand.*
- 5.9.3.9 *To develop a transportation network that provides efficient passage for emergency vehicles throughout the Town.*
- 5.9.3.10 *To develop a transportation network that will minimize the impact of heavy truck and commuter traffic upon residential areas.*
- 5.9.3.11 *To design and locate, where essential to meet traffic requirements, new and expanded transportation networks so the least possible change occurs in the environment and the natural and cultural landscape of the Niagara Escarpment Plan Area.*

The proposed development is in line with the above noted policies of the Caledon Official Plan as it is appropriately located in an area serviced by Municipal and Regional Transportation infrastructure. The Subject Site is located along part of the Bolton Arterial Route (BAR), per Schedule J – Long Range Road Network and is in close proximity to the future Caledon GO Train Station

Schedule C – Bolton Land Use Plan, of the Town of Caledon Official Plan, designates the Subject Site as part of the West Bolton Secondary Plan Area.

### **8.3.2 WEST BOLTON SECONDARY PLAN AREA**

The West Bolton Secondary Plan is a result of OPA 114 which was approved by the Ontario Municipal Board (“OMB”), now referred to as the Local Planning Appeal Tribunal (“LPAT”) in September 1997. OPA 114 established the Town’s growth management framework, including the hierarchy of settlement areas. The majority of growth is directed towards the three Rural Service Centres within the Town of Caledon. The Bolton Rural Service Centre is structured to accommodate intensification by providing full water and wastewater servicing and encouraging compact complete communities with a full range of land uses. The West Bolton Secondary Plan is a result of OPA 134, which was approved at the OMB on July 18, 1998. The West Bolton Secondary Plan Area is one of many area specific Secondary Plans within the Bolton Rural Service Centre community.

Section 7.4 of the Town of Caledon Official Plan sets out the objectives and policies which respect the lands identified per Schedule C-3 – Land Use, West Bolton Secondary Plan Area, within the Bolton Settlement area. Section 7.4.2, which states the goals and objectives of the West Bolton Secondary Plan Area, are as follows:

- a) *Establish a new Secondary Plan area in the Bolton Settlement, which complements the overall structure of Bolton and the remainder of the Town of Caledon.*
- b) *Establish land uses which are compatible with existing and future land uses, meet the needs of the new neighbourhoods and foster a strong sense of community identity.*

- c) Accommodate a diverse population within the Secondary Plan area by providing opportunity for a variety of dwelling types and a range of social and recreational facilities to meet the residents' needs.*
- d) Contribute to the overall goal of providing a sufficient supply of both a range and mix of housing types which are accessible, affordable, adequate, and appropriate to the needs of the residents of the Town of Caledon.*
- e) Encourage innovative housing developments and designs in order to achieve more compact residential development and minimize the impact of development on the natural environment.*
- f) Achieve community form which makes effective use of land, services, community facilities and related infrastructure.*
- g) Recognize, preserve and enhance the significant environmental features within the Secondary Plan area through appropriate design and the establishment of parks, and environmental areas.*
- h) Develop a Secondary Plan area that is linked through roads, parks, walkways and other public facilities including strong pedestrian and vehicular connections to the existing Bolton Community to satisfy the passive and active recreational needs of the area.*
- i) Recognize archaeological and heritage resources which exist within the Secondary Plan area.*
- j) Develop a road system that provides for safe and efficient movement of people and goods in and out of the Secondary Plan area while maintaining compatibility with the long-term transportation plans for the Bolton Settlement Area.*
- k) Provide orderly residential growth, which will contribute to the industrial and commercial growth of the Bolton Settlement Area through the provision of adequate housing opportunities for the labour force.*

The above noted goals and objectives formulate a concise planning framework to guide future development within the Secondary Plan area. The proposed development introduces a land use and built form which is appropriate to the existing surrounding neighbourhood and will contribute to meeting the needs of its future residents. The proposed introduces a new form of housing type, stacked back-to-back dwelling units, which will increase the range of housing types and add to the existing housing supply in the area. The compact building format proposed encourages the appropriate utilization of land resources, through infill development and reduces the need for development on lands which may impact the natural environment within the Town of Caledon. Additionally, the proposed development is located in an area which has access to various community services and facilities, and the future Caledon GO station area that will serve the future residents of the development. The proposed development accommodates pedestrian and vehicular connectivity throughout the site and the surrounding community. Lastly, a Stage 1 and 2 Archaeological Assessment was conducted for the proposed development, which concludes that the Subject Site is free of archaeological concerns. A summary is provided in Section 7.0 of this Report.

Schedule C-3 – West Bolton Secondary Plan Area, of the Town of Caledon Official Plan designates the Subject Site “Local Commercial”. Section 7.4.6 of the West Bolton Secondary Plan sets out the

policies which respect the “Local Commercial” land use designation, which does not permit residential uses. As such, an Official Plan Amendment is being submitted to re-designate the Subject Site from “Local Commercial” to “High Density Residential”, with site specific exceptions to facilitate the proposed residential development.

Section 7.4.5 of the West Bolton Secondary Plan contains policies which pertain to residential land uses; including low, medium and high residential uses. Section 7.4.5.3 of the Secondary Plan is specific to the policies of the “High Density Residential” land use designation. This designation permits the following building types; quattroplexes, street or block townhouses, multi-storey and any other similar housing type, within a density range of 45-87 units per not hectare (“UPH”). The “High Density Residential” land use designation is intended to provide for residential development at an increased density within a low-rise building format. Only one (1) “High Density Residential” area is designated per Schedule C-3 of the West Bolton Secondary Plan, which is located immediately adjacent to the Subject Site at the northwest quadrant of the intersection at Coleraine Drive and King Street to formulate a community design focal point with the adjacent “Local Commercial” site.

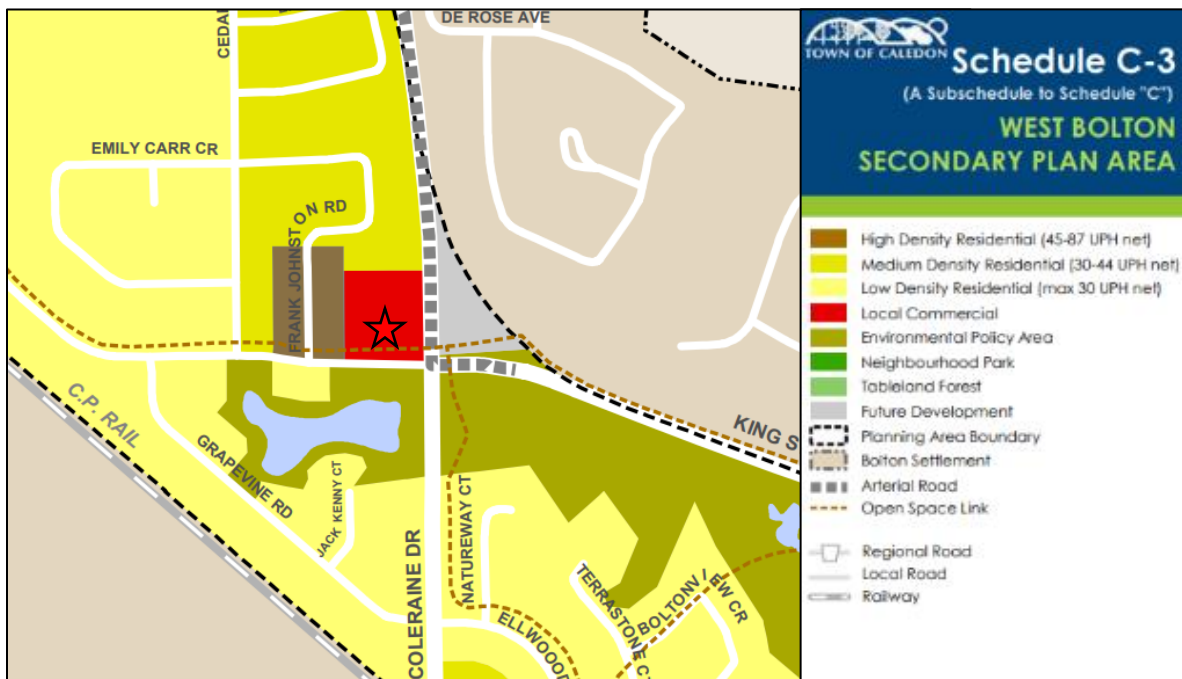


Figure 9: Schedule C-3 – West Bolton Secondary Plan Area, Town of Caledon Official Plan (\* Subject Site)

The Official Plan Amendment Application intends to re-designate the Subject Site to “High Density Residential” to facilitate the proposed development. The development contemplates three (3) stacked back-to-back townhouse blocks, 3 storeys in height, consisting a total of 45 residential units, in the form of bungalow and two (2) storey units. The proposed development provides a total proposed density of 100 UPH. The development scenario is generally consistent with policies of the “High Density Residential” designation, with the exception of density permitted. The re-



designation of the Subject Site to permit residential uses in a low-rise building format will similarly establish a community design focal point at the intersection of Coleraine Drive and King Street. The development proposal accommodates residential units in a compact building format, which will contribute to the diversity of housing options offered in the area and increase the housing supply to meet the needs of existing and future residents within the community. The proposed development incorporates various features which will enhance the level of design within the area, by introducing a range of unit types, and including character components such as landscaping features and walkways to encourage an attractive building façade.

Section 7.4.7 of the West Bolton Secondary Plan Area sets out policies with respect to Parks and Open Spaces. In accordance with Schedule C-3 – West Bolton Secondary Plan Area, an Open Space Link is recognized along the southern portion of the Subject Site. It is intended that the Secondary Plan incorporate an Open Space Link within the Planning Area to establish an enhanced park and open space system. Schedule C-3 of the Secondary Plan identifies an Open Space Link which runs along Harvest Moon Drive to King Street. The development proposal adheres to the policies of the Secondary Plan, by incorporating pedestrian walkways and landscaped areas throughout the development proposal.

Section 7.4.13 of the West Bolton Secondary Plan is relevant to transportation policies. As previously mentioned, the Subject Site is served by a network of existing local and arterial roads, per Schedule C-3 – West Bolton Secondary Plan Area and Schedule J – Long Range Road Network, of the Town of Caledon Official Plan. The proposed development is transit-supportive through accommodating access to various public transit infrastructure such as Voyago and GO Transit Bus Route 38, in close proximity to the Subject Site and the future Caledon GO Train Station located just north of the Subject Site.

Municipal Servicing Infrastructure for the West Bolton Secondary Plan Area is discussed in Section 7.4.14. The proposed development will be serviced by municipal storm water and sanitary systems in adherence with the standards and requirements set out by the Town of Caledon. A further summary of the enclosed Stormwater Management Report, prepared by Soscia Engineers is outlined in Section 7.0 of this Report.

### **Summary**

The Town of Caledon Official Plan and West Bolton Secondary Plan provide a strategic planning framework to guide development of rural and urban areas throughout the Town. The proposed development meets the general intent of the Official Plan and Secondary Plan policies and is representative of good planning based on the following considerations:

- The proposed development seeks to intensify a vacant and underutilized property within the West Bolton Secondary Plan Area of the Bolton Rural Service Centre, which is planned to accommodate growth within the Town of Caledon.

- The proposed development will support the future population growth within the Bolton Rural Service Centre of the Town of Caledon by accommodating an influx of residential units in the area.
- The proposed development is transit-supportive in providing an increased residential density along the Bolton Arterial Route (BAR), which will be supported by the future Caledon GO Transit Station.
- The proposed development introduces a compact building type in the form of stacked back-to-back townhouse units, containing bungalow and two-storey units, which contributes to the mix and range of housing sizes and types to meet the needs of current and future residents of the Bolton Rural Service Centre.
- The proposed development is situated in an area which is compatible with the surrounding land uses. The development scenario demonstrates a transition in residential scale and density between the proposed development of stacked back-to-back townhouses and the adjacent residential uses west of the Subject Site.

For the above noted reasons, the proposed development meets the general intent of the Town of Caledon Official Plan and West Bolton Secondary Plan.

#### **8.4 TOWN OF CALEDON ZONING BY-LAW 2006-50**

The Subject Site is currently zoned 'A1 - Agricultural' Zone, in accordance with the in-force and effect Town of Caledon Zoning By-law 2006-50.

The current zoning for the site does not permit residential uses on the Subject Site. As such, a site-specific amendment to the Zoning By-law is required to facilitate the proposed development. The Zoning By-law Amendment ("ZBLA") will replace the current 'A1 - Agricultural' Zone with the 'RT - Townhouse Residential' Zone, to permit high-density residential uses in a low-rise format and other site-specific modifications such as building setbacks and parking requirements.

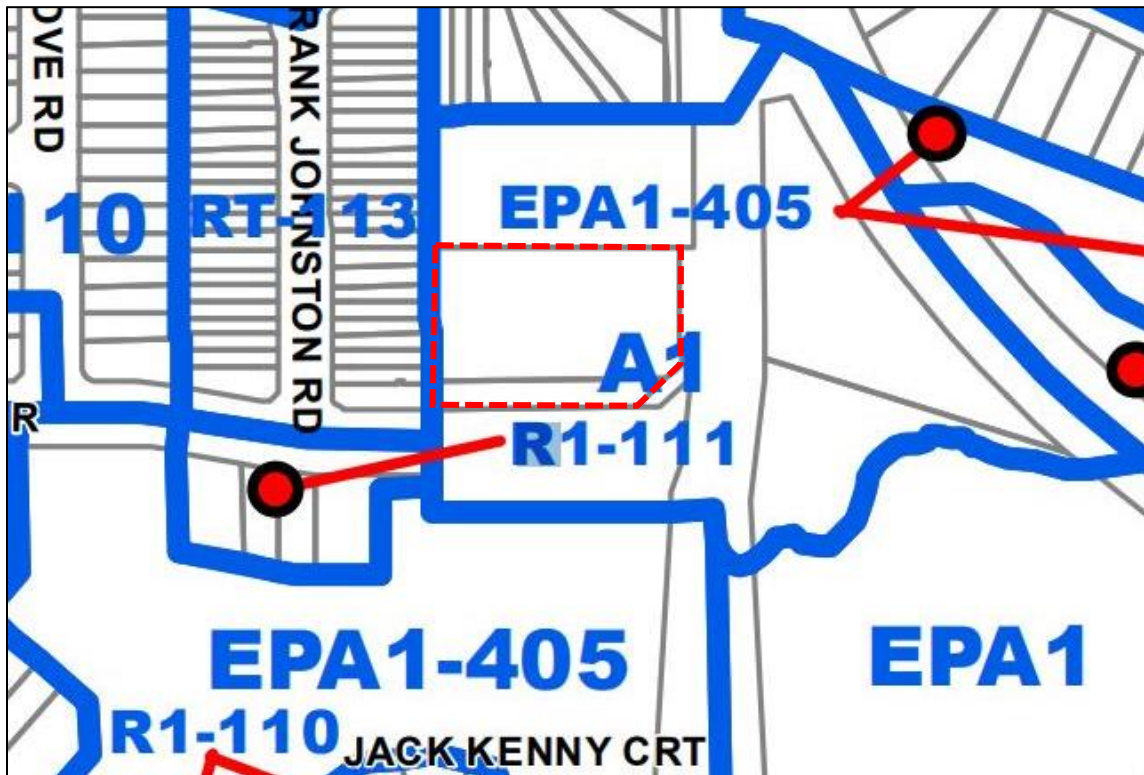


Figure 10: Schedule A – Zone Map 1b, Town of Caledon Zoning By-law 2006-50 (--- Subject Site)

The proposed exceptions are outlined in the Zoning Matrix below (the bold text indicates provisions for which the provisions of By-law 2006-50 are not met):

Table 3 – Zoning Matrix

RT Zone – Townhouse Residential		
Provision	Required	Proposed
Permitted Use	Day Care, Private Home Dwelling, Townhouse	<b>Dwelling, Stacked Back-to-Back Townhouse</b>
Lot Area (Min.) per dwelling unit	220 sq.m (Max. number of dwelling units per townhouse dwelling shall be 12)	<b>86.78 sq.m (Max. number of dwelling units per townhouse dwelling shall be 15)</b>
Lot Frontage (Min.) Townhouse dwelling on a corner lot	6 m (Min. lot frontage for a townhouse dwelling on corner lot shall be 6m plus 6m per dwelling unit)	<b>67.62 m along Harvest Moon Drive 39.87 m along Emil Kolb Parkway</b>
Building Area (Max.)	30%	<b>45.17%</b>
Backyard Amenity Area (min.)	37 sq.m	<b>N/A</b>

Front Yard (Min.) (Emil Kolb Prkwy)	7.5 m	<b>6.0 m</b>
Exterior Side Yard (Min.) (Harvest Moon Drive)	6.0 m	6.0 m
Rear Yard (Min.)	7.5 m	<b>7.0 m</b>
Interior Side Yard (Min.)	4.5 m	<b>1.5 m</b>
Building Height (Max.)	10.5 m	10.33 m to the highest parapet
Landscaped Area (Min.)	30%	30.03%
Parking Requirement	2 spaces per dwelling unit 0.25 visitor per dwelling unit <i>Total Required: 102 spaces</i>	<b>1 space per dwelling unit</b> <b>0.20 visitor space per dwelling unit</b> <b><i>Total provided: 54 spaces</i></b>

As such, a Draft Zoning By-law Amendment is enclosed with this submission to facilitate the proposed development.

## 9 LAND USE COMPATIBILITY

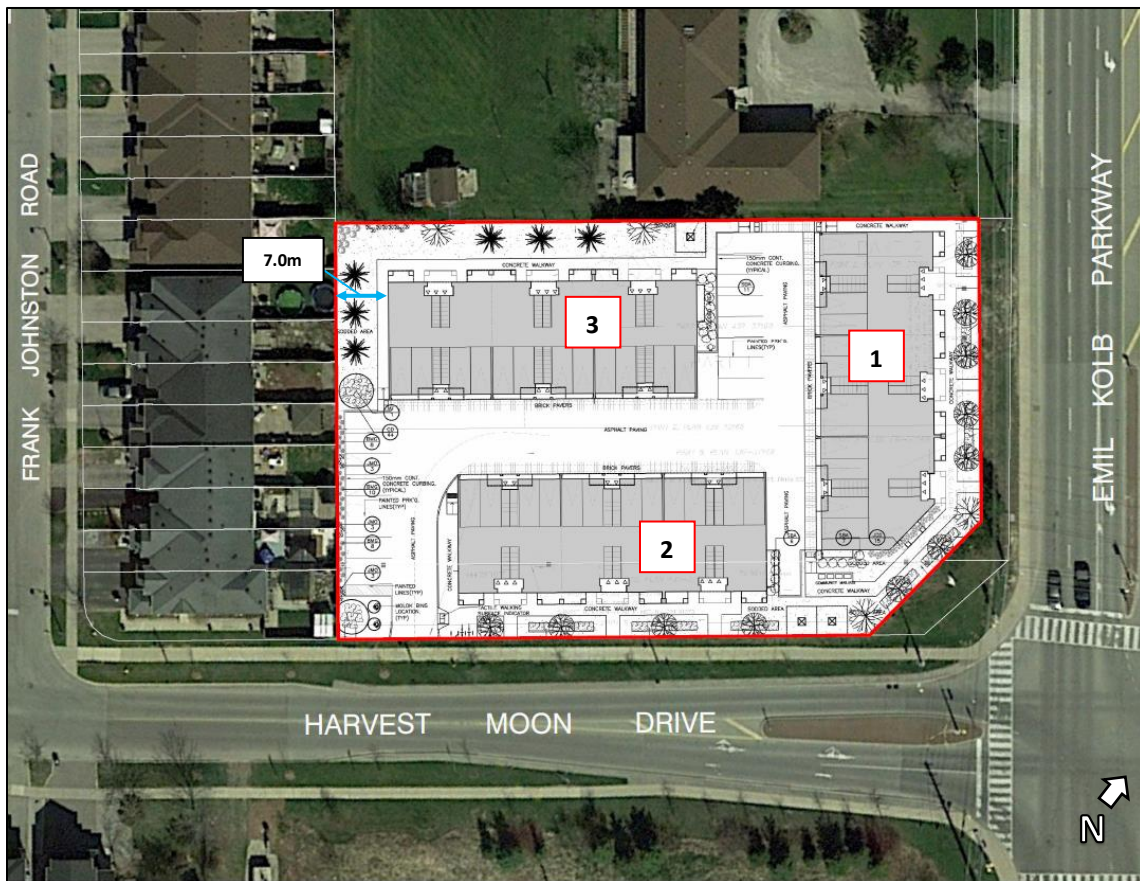
The Subject Site is located on the northwest corner of Emil Kolb Parkway and Harvest Moon Drive, in the Bolton Rural Service Centre, of the Town of Caledon. The Subject Site represents an underutilized parcel of vacant land. The immediate surrounding area is predominately occupied by low to medium scale density residential uses, offering a range of housing types including, single and semi-detached dwellings, and townhouse dwelling units. The immediate surrounding community is also serviced by St. Nicholas Elementary School and community parks including, Adam Wallace Memorial Park, Jack Garratt Soccer Park, Edelwiess Park and Foundry Park, which will benefit future residents of the proposed development.

It is important to note that the Subject Site is recognized to be the community design focal point, as indicated in the West Bolton Secondary Plan, to encourage attractive, safe, pedestrian and transit-supportive development at the entry in to the part of the planning area.

The proposed development introduces a stacked back-to-back townhouse building typology to the Bolton community which will further broaden the range of unit types and diversify the existing supply of housing options in Bolton. The introduction of an increased density residential development in a low-rise building format, and the configuration of the proposed development has been designed to ensure the appropriate transition and compatibility with the small block of high-density residential dwellings to the immediate west of the Subject Site, and the predominately low to medium scale residential land uses in the surrounding area. Two of the

proposed stacked back-to-back townhouse blocks are oriented to frame both the Emil Kolb Parkway and Harvest Moon Drive street frontages, another block is located along the interior of the property area from the block facing Harvest Moon Drive.

The height of the stacked back-to-back townhouse blocks is three (3) storeys (10.33 metres to the highest parapet), which is in keeping with the maximum building height of 10.5 metres, for the 'RT' Zone provided in the Town of Caledon Zoning By-law 2006-50. The existing surrounding residential dwellings are two (2) storeys in height. As such, the proposed building height is not out of character with the immediate surrounding residential community.



**Figure 11: Aerial Map with Landscape Plan Overlay (— Subject Property)**

The proposed development provides for an appropriate transition to locate each stacked back-to-back townhouse block with the consideration of the surrounding existing residential uses to ensure compatibility. Block 3 provides for a setback of 7.0 metres to the westerly lot line which interfaces the rear yards of the existing townhouse dwellings that front onto Frank Johnston Road, and a setback of 7.72 metres to the northern lot line and existing dwelling located at 13668 Emil Kolb Parkway. The façade of the proposed building, which fronts the existing townhouse dwellings on Frank Johnston Road, has been designed to limit windows on the first and second floors, and does not propose balconies in order to address privacy and overlook. Block 3 is located 7.72

metres south of the northern property line, which presents a larger setback from the building façade and balconies facing towards the northerly single lot property to further minimize overlooking and privacy concerns. Further south of Block 3, eight (8) visitor parking spaces are provided along the western property limits, adjacent to the rear yards of the existing townhouse lots. These parking spaces are buffered by landscaping treatments including various shrubs and an existing fence. Block 1 is setback 1.50 metres to the interior side yard of the adjacent single-lot residential property, north of the subject site. The proposed block (1) does not interface the existing residential dwelling to the north, as the building is proposed to be oriented east of where the existing dwelling is located on the lot. The façade of this block, which faces towards the adjacent northern property, is also designed to have minimal windows on the first and second floors only, with no balconies overlooking onto the property. As such, the proposed development has been appropriately designed to address existing land uses and building form to ensure that an appropriate transition is maintained and compatibility is achieved. The above-noted aspects of the proposed stacked back-to-back townhouse blocks recognize the existing surrounding land uses and incorporates well articulated design considerations to minimize and address any potential concerns of overlook and privacy with the adjacent properties.

A 1.5 metre sidewalk is proposed within the development implementing pedestrian connections within the interior of the site and the surrounding area. A 1.5 metre sidewalk will be located along the exterior facades of the proposed development, which allows for connections to resident and visitor parking spaces and vehicle garages. The proposed blocks that are oriented along both street frontages incorporate extensions from the proposed sidewalk system to the existing sidewalk network along Harvest Moon Drive and future sidewalk along Emil Kolb Parkway.

A total of 54 parking spaces are provided within the development, 36 vehicle garages are provided and 18 parking spaces are provided internal to the proposed development. The remaining parking spaces are located along the internal private lane, which reduces the visual impact to the streetscape along Emil Kolb Parkway and Harvest Moon Drive.

Further, the proposed residential development has been designed with the consideration of future and planned municipal infrastructure. The future Caledon GO Station, to be located approximately 2.1 km north of the Subject Site, will be supported by the proposed residential development. The future residents of the subject development proposal will benefit from the proximity of the future Caledon GO Station and Rail line, to encourage interconnective public transportation networks across the GTHA.

In addition to the above, a further indicator of the compatibility of the proposed development at the Subject Site can be supported by the enclosed supporting technical studies. The technical studies completed for the subject development recognize the capability of the site to support this level of development. Overall, in consideration of the above, the proposed built form, orientation,



scale and massing of the proposed stacked back-to-back townhouse blocks are appropriate and compatible with the adjacent surrounding low to medium density residential dwellings.

## 10 COMPREHENSIVE URBAN DESIGN REVIEW

The Town of Caledon provides guidelines which outline high quality design expectations for future development within Caledon. There are two documents which respect the design components applicable to the Subject Site; the Town of Caledon Comprehensive Town-Wide Design Guidelines (“TWDG”) (2017) and Section 7.4.4, Community Design policies of the West Bolton Secondary Plan. In accordance with the TWDG, where there is a conflict between the TWDG and the Community Design Plan for the site-specific area, guidance provided in the Community Design Plan will take precedence. These Guidelines are in place with the intent to promote a consistent level of high-quality design standards across the urban and rural areas throughout Caledon.

Section 7.4.4 – Community Design, of the West Bolton Secondary Plan outlines the design criteria specific to development within the West Bolton Secondary Plan Area. A high-quality level of design within the Secondary Plan Area is encouraged to inform consistency across both public and private realms. The West Bolton Secondary Plan supports development that is attractive and contributes to pedestrian activity along streets and public spaces, is safe and transit-supportive. Design requirements listed in Section 7.4.4 are outlined below:

*Design requirements, governing the provisions of features and facilities such as, but not limited to, streetscapes, noise barrier walls, stormwater facilities, walkways, landscape buffers, entrance gates/signs, streetlights, vending boxes and street furniture shall be set out in appropriate design guidelines for the entire Policy Area. Without limiting the foregoing, these design guidelines shall reinforce Bolton’s small town community elements, enhance and continue the heritage streetscape for the King Street extension and establish architectural/ landscape focal points at the main entrances to the community.*

The proposed development adheres to the above noted community design related policy of the West Bolton Secondary Plan and implements high-quality design features for the development.



**Figure 12: Block 3 Elevation (front)**



**Figure 13: Block 1 & 2 Elevation (front)**

Further noted in Section 7.4.6 of the Secondary Plan, the Subject Site is currently designated “Local Commercial”, is set to be coordinated and integrated with the adjacent “High Density Residential” land uses as a “community design focal point”. Although the proposed Official Plan Amendment intends to amend the current land use designation from “Local Commercial” to “High Density Residential”, the development proposal is consistent in accommodating a high level of design that is attractive, safe and pedestrian and transit-supportive. The proposed development is appropriately integrated and coordinated with the adjacent high density residential uses west of the Subject Site to inform a community design focal point.

The Town of Caledon Comprehensive Town-Wide Design Guidelines (“TWDG”) (2017) reinforce the Town of Caledon’s Official Plan and West Bolton Secondary Plan Area policies and outlines detailed design objectives and criteria. The guidelines provide direction for site design to enhance the functionality and aesthetics of the built environment. Below are the applicable policies subject to infill development in support of the proposed development.

#### *4.1 Design Considerations for Infill Development*

##### *Compatibility of Development*

- *Infill development should allow for a layering of history, whilst ensuring compatibility with existing architectural styles and elements of surrounding buildings.*
- *Compatible development is complementary to adjacent buildings in terms of height, setbacks, massing, colours and materials. This can be achieved through similarities and contrasts to the immediate surroundings.*
- *Infill development must positively contribute to the image of the streetscape.*

##### *Contextual Considerations*

- *Maintain distinctive treatments of individual streetscapes by considering architectural queues from established styles within the streetscape. Respect and enhance the appearance of the established streetscape.*
- *Locate parking to the side or rear of new buildings to minimize their impact on the streetscape. Provide appropriate landscaping to buffer parking from the streetscape, where possible.*



### *9.1 Infill Development & Alterations*

*Infill development must consider architectural cues from its surroundings, including height, massing, setback, scale, proportion, material and colour, in order to appropriately integrate new development within existing settings.*

- a. Architectural detailing shall be true to the proposed architectural style, whether traditional or modern. No detailing should be added if it contrasts the architectural style.*
- c. Provide connections and integrate infill development and alterations into the surrounding pedestrian, bike and vehicular circulation networks.*
- e. Consider existing vertical and horizontal queues in massing:
  - i. Ensure compatibility with the massing and scale of surrounding buildings, contributing to the existing rhythm in the streetscape.**
- h. Infill development and alterations should be designed to complement the materials used in surrounding buildings.*

The Subject Site is situated at the intersection of Harvest Moon Drive/ King Street West and Coleraine Drive/ Emil Kolb Parkway, which is identified as a “community design focal point”, per the West Bolton Secondary Plan. The proposed development is configured to frame both street frontages which will activate the streetscape and enhance the pedestrian realm within the community. The development informs an appropriate height transition towards the intersection, as adjacent to higher density residential uses immediately west of the Subject Site. The proposed stacked back-to-back townhouse blocks are oriented to locate parking for future residents and visitors on the interior of the proposed development, which is only visible to the streetscape via the entrance point to the proposed development.

The TWDG recognizes the importance of enhancing the public realm within the Town of Caledon. The public realm shall enhance the overall functionality of the surrounding environment and encourage aesthetic optics for residents and passersby. Below are the applicable policies and standards of Section 6.0 of the TWDG for the proposed development, which respect the public realm.

### *6.2 Edges & Gateways*

*Community edges and gateways signify entry and provide passersby with the first impression of a community, celebrating what is unique to each individual community. Gateway components must be coordinated and may include signage, overhead structures, columns, etc.*

#### *Guidelines*

- c. Provide greater building massing at gateway locations.*

*d. Incorporate high quality and low maintenance design into gateway and edge features, including well-articulated architectural facades, and high-quality landscaping treatments (i.e special paving, signage, lighting, seating and/or fencing). Strong architectural elements must be coordinated with landscape features (in terms of colours, materials and textures).*

*e. Accent planting including flowering shrubs and native trees, ornamental grasses and perennials are encouraged at these locations.*

The Subject Site is located at an intersection which is activated as a community gateway. The proposed development provides a higher density and alternative building typology at the entrance to an established community which currently exists further beyond the Subject Site. The buildings contextually front onto the street with a driveway and garage, internalized to the development, making for an attractive edge and gateway to the existing community. Lighting for the proposed development is contemplated via two (2) light poles at both uncovered parking areas and six (6) wall mounted light fixtures are proposed internal to the site along the entrances to the garages for Blocks 2 and 3. The proposed development accommodates distinct architectural elements that complement the surrounding existing land use, in addition to various landscaping elements and treatments. The enclosed Landscape Plan, prepared by John A. Russo Landscape Architect, presents a variety of plantings, including perennials and native trees throughout the proposed development to enhance the overall public realm for residents, visitors and passersby. No gateway signage is proposed for the development.

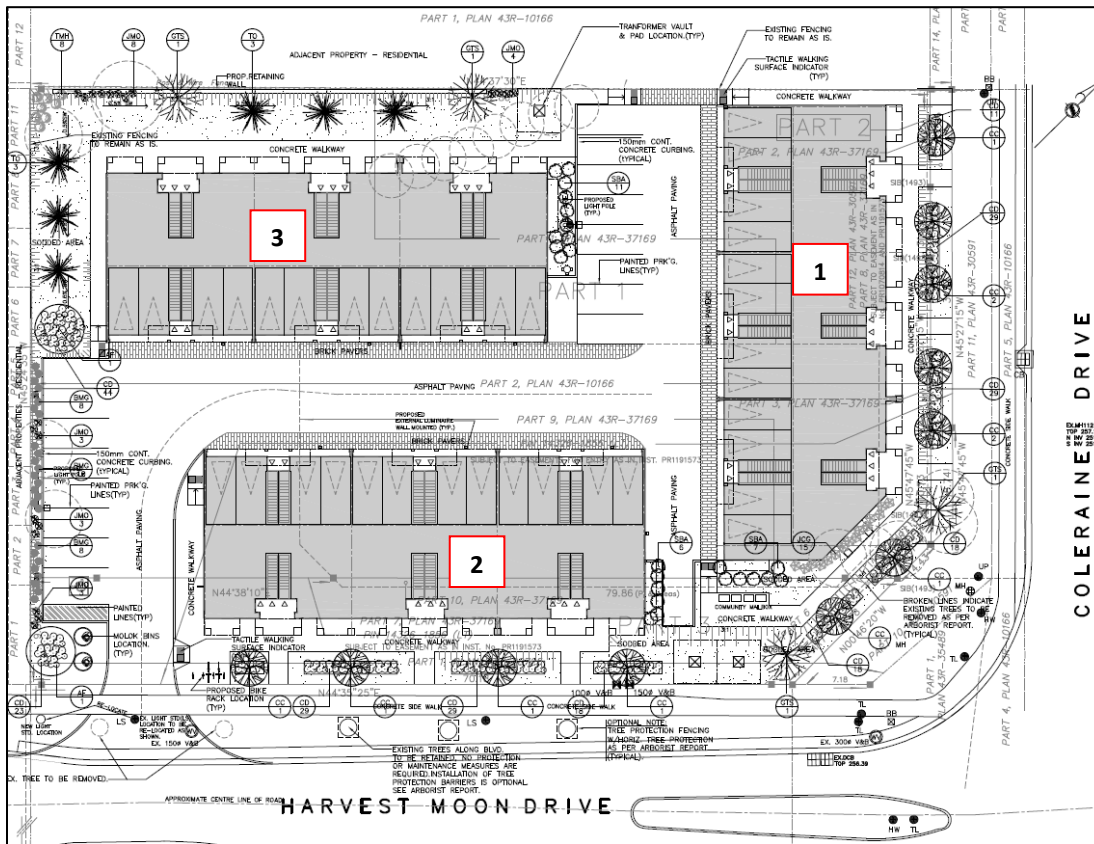


Figure 14: Landscape Plan (extract)

6.3 Community Streetscapes

Community streetscapes are the most frequented element of the public realm and should therefore provide high quality environments that are safe and accessible to all users.

Guidelines

- d. Provide higher densities and transit supportive, compact development on higher order streets, where appropriate.
- f. Provide opportunities for future transit services and connections. Consider appropriate walking distance to future transit stops and stations from amenity areas.
- g. Where relevant, and in coordination with the appropriate transit agency, provide supportive facilities for transit use, including waste receptacles, seating, bike storage facilities, etc.
- h. Integrate appropriate traffic calming measures in areas with greater pedestrian traffic.
- i. Provide consistent and coordinated street furniture throughout the public realm. Materials, colours and styles should be complementary to the architectural style of the community.
- j. Connect to a larger, integrated active transportation network that includes sidewalks, bike lanes and multi-use paths, thereby providing more incentives for residents to walk or cycle for their trips.

*p. Where possible, apply Transportation Demand Management (TDM) Measures to ensure efficient connections between all modes of transportation.*

The incorporated design features of the development are in place to enhance the public realm and encourage pedestrian-friendly and transit-supportive methods within the established community. The proposed development is in close proximity to the future Caledon GO Station, to be located at Humber Station Road and King Street, which will be supported by the future residents of the proposed development. The development provides for a reduced parking ratio and bicycle parking spaces for future residents and visitors. A Transportation Impact Study (“TIS”), prepared by Nextrans Consulting, was prepared to support the proposed development. The TIS provides recommendations for Transportation Demand Management measures to further support alternative modes of transportation. The study concluded that the proposed development can adequately be served by the existing transportation infrastructure network and proposed number of parking spaces provided. Please refer to Section 7.0 of this Report for further information.

#### *6.3.1 Sidewalks & Cross walks*

*a. Sidewalks shall be designed to be barrier-free to promote accessibility. Sidewalks shall be continuous, with a minimum clear width of 1.5 metres, and made of a hard concrete pavement that has a non-slip finishing.*

*e. Sidewalks should identify areas along clearways where pedestrians may encounter vehicles through the use of curb ramps, impressed asphalt, pavers, tactile warning strips, accent paving or bollards i.e. at drive aisles, crosswalks and intersections.*

*f. Sidewalks should provide direct connections to existing and planned transit stops.*

*m. Consider textural enhancements subject to location – at crosswalks, village centres, transit stops, open space, commercial areas, etc. Textural enhancements may include impressed asphalt or pavers.*

The proposed development incorporates walkways, with a width of 1.5 metres, to allow future residents and visitors to navigate the site safely. The development provides pathways from surface vehicle and bicycle parking spaces, to residential unit entrances and existing sidewalks to the established community and transit stops in the area. Decorative interlocking brick is arranged along the enclosed garages of each townhouse block. Each interlocking strip is buffered with a tactile walking surface to indicate the change in walkway. This allows pedestrians walking off the designated walkways to easily recognize areas where vehicles may be present at the individual garage entrances.

#### *6.3.2 Cycling Infrastructure & Facilities*

*b. Provide parking and bicycle storage at major public gathering places and key locations throughout the community, in coordination with Town staff and in accordance with the Region’s Minimum Bicycle Parking Standards. Bicycle parking should be integrated into*

*the street right-of-way and located near the primary entrances of important community or Town buildings.*

*c. Outdoor bicycle racks, rings or posts should be secure and strategically located in highly visible, easily accessible and well-lit locations, close to building entrances.*

*d. The location and design of bicycle facilities should be coordinated with other street furniture.*

*e. Bicycle racks should be made out of a strong and durable material to prevent theft or damage; they should be either heavy enough or anchored in place so that they cannot be moved.*

The proposed development supports cycling infrastructure and facilities as it is oriented along a cycling route, in accordance to the online Caledon Map portal - Trails and Cycling Routes Interactive Map. The development incorporates bicycle parking spaces at the entry/exit point of the site along Harvest Moon Drive. The bicycle parking spaces are highly visible and easily accessible to the future residents and visitors of the proposed development. The bicycle racks are made out of a steel tube and aluminum cap that will be anchored to the pavement using a mounting plate, which will prevent damage or theft.

#### *6.3.3 Street Trees*

*a. Avoid monocultures containing the same street tree species over large areas.*

*b. Plant trees that are hardy, salt-tolerant, and high branching, of deciduous varieties that can tolerate street environments.*

*h. Ornamental deciduous trees and trees with seasonal interest should be used to highlight street intersections and key locations.*

*j. Consider locating native species with contrasting colour or foliage in areas of interest to visually distinguish and enhance the built form and soft landscaping in these areas.*

*l. Native species are preferred, where possible. Avoid Tree species that are affected by invasive insects.*

The enclosed Landscape Plan, prepared by John A. Russo Landscape Architect, orients various ornamental deciduous trees and a variety of shrub plantings throughout the proposed development. The proposed deciduous trees to be incorporated into the development include the following species as native to Southern Ontario, Eastern Redbuds, Sunburst Honeylocust and Armstrong Maple. Such trees are salt-tolerant and are contrasting in colour which can easily be recognized by residents, visitors and passersby. The Eastern White Cedar (coniferous tree), which is native to the area is also incorporated into the proposed landscaping scenario.

#### *6.3.5 Street Furniture*

*b. Street furniture should be visually attractive, low maintenance and resistant to seasonal elements.*

- c. Locate Street furniture in strategic locations that support pedestrian activity, bicycle and transit use. Street furniture shall not block pedestrian view or sight lines, and shall not be located in daylight triangles.*
- f. Locate community mailboxes in convenient locations, along the sidewalk edge of streets, and adjacent to or near bus stops. Keep mailboxes out of park block frontages.*
- g. Coordinate mailbox design both visually and physically with the streetscape.*

Street furniture proposed within the development are situated in appropriate locations, are low maintenance and are optically pleasing. Bicycle parking spaces are located at an easily accessible location within the proposed development, which is adjacent to the entry/ exit point to the site and an existing pedestrian sidewalk along Harvest Moon Drive. Community mailboxes are located away from the entry/exit point between Townhouse Blocks 1 and 2 along the Harvest Moon Drive street frontage. The location of the community mailboxes is convenient for residents of each Townhouse Block and is along the internal pedestrian walkway.

### *6.5 Priority Lots*

#### *6.5.1 Gateway Dwellings*

*Buildings located at the entrances to the neighbourhood or at special nodes provide opportunities to emphasize a “sense of entry” or arrival. Gateway lots create a first impression of the community, setting the tone. Their design should address the high level of public exposure and reflect the architectural character of the community (Refer to Section 6.2). Gateways will be identified through increased architectural detailing and enhanced landscape architecture features.*

*In addition to the guidelines for corner lots (Section 6.5.3, page 52):*

- a. Orient gateway features to address the higher order street at intersections.*
- b. Feature strong and distinctive architectural elements, such as special chimneys, towers, turrets, gable ends, dormers, projecting bays, wrap around porches or other unique forms.*
- c. Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations.*
- d. Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes.*
- e. Coordinate the design of the gateway building with adjacent landscape features that are part of the development’s gateway design and treatment. This coordination should be mindful of main entry location, porch design, placement of windows, vernacular, exterior materials and colours.*
- f. Have regard for changes in grade and ensure direct connections from the sidewalk to main entries.*

As previously indicated, the Subject Site is located at a higher order street intersection where the proposed development will function as a gateway to an established community. The proposed

development incorporates easily distinctive architectural features and elements such as covered porches for the main entrances and unenclosed balconies. The residential development aims to provide a higher density and new built form to the area. The overall design of the gateway development proposal locates the building and front entrances to the street edges framing the site. Parking areas and drive aisles are internalized, thereby establishing a clear attractive edge and entry to the site and community.

### *6.5.3 Corner Lots*

*Corner lots are characterized by their exposure to two street frontages, which permits a variety of main entry and garage access configurations. Active frontages with habitable spaces on both sides of the house on public streets should be provided with strong design attention.*

*a. The design of corner lot buildings should provide a consistent level of detailing on all publicly exposed elevations. The flankage and rear elevations should introduce sufficient fenestration displaying balanced proportions, wall plane changes or projecting bays along with gable features to break up the roofline. Increased fenestration will allow for greater light penetration and opportunities for more “eyes on the public realm” (CPTED).*

*b. The main entry of corner lot dwellings should be located on the flankage side to allow for the allocation of habitable space fronting onto the street. Where this is not feasible, the main entry may be oriented to the front lot line, provided that the flankage wall composition incorporates an appropriate amount of design attention and architectural features such as bay windows, secondary entrances, ample fenestration, building projections, distinctive gables, and wrap-around porches etc.*

*d. Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible.*

*e. Recess the garage from the front of the building, away from the main entry and intersection.*

*h. Locate utility meters on the interior side yard elevation, or integrated into rear elevations on a laneway, at least 1.2 metres away from the front of the house, and subject to utility company regulations.*

The proposed development is situated on a corner lot at the intersection of Harvest Moon Drive /King Street West and Coleraine Drive/ Emil Kolb Parkway. This site is recognized as a “community focal point”, per the West Bolton Secondary Plan Area of the Town of Caledon Official Plan. This lot also acts as a gateway to the established surrounding community. The priority lot is designed with distinctive architectural elements at a higher building height, increased residential density framing the street edges and proposed setbacks to existing development. The proposed development is mindful of specified elements of the priority lot guidelines such as, the location of the driveway close to the rear yard property limit, parking spaces internal to the development,

garages facing interior to the proposed development layout and building entrance locations, to promote high-quality design elements and safety features, while also addressing the public realm.

### *6.6 Stormwater Management*

#### *6.6.2 Low Impact Development (LIDs)*

*Low impact development provides a solution that sensitively and effectively manages stormwater runoff in urban environments in a manner that mimics natural systems.*

*a. Integrate stormwater management practices early in the design stage to ensure that they are taken into account prior to the detailed planning stages.*

The proposed development utilizes the landscaping areas as the only pervious drainage area across the development proposal, with a total overall Site Capture of 0.90 mm, as indicated in the enclosed Stormwater Management Report, prepared by Soscia Engineering Ltd. Further, Low Impact Development (“LID”) measures are implemented within the proposed development to manage the excess surface stormwater runoff on site. LIDs are proposed to control surface runoff from the remaining site area through providing storage and infiltration facilities, such as overground storage ponds, underground storm sewers and Cultec infiltration chambers. The Stormwater Management Report, prepared by Soscia Engineering Ltd. Confirms that roof storage is not utilized in the proposed design.

Section 7.0 of the TWDG outlines guidelines which respect Green Building Initiatives across the Town of Caledon. Below are the applicable policies and standards of the TWDG for the proposed development, which respect the sustainable building measures.

#### *7.1 Sustainable Building Practices*

*a. An integrated planning and design process is required to ensure that sustainability is incorporated into new community design from the conceptual stages of development, through details, to construction.*

*b. Ensure buildings are set back appropriately from natural systems and existing trees to maximize their use; provide space for hard and soft landscaping features, and allow the sun to penetrate to the sidewalk.*

*c. Builders are required to provide consumers with an accessible house design, to be posted in the sales office. Sustainable building add-ons and options are also encouraged through this process.*

*e. Encourage south facing construction to take advantage of passive solar heating, and strategic tree planting on east facing windows to allow for free cooling and shade protection in the summer months.*

*g. Encourage the incorporation of bird-friendly elevations through architectural elements, such as sun shades, visual markers, or muted reflections, into the design of the façades.*



- h. Encourage recycled, cradle-to-cradle, refurbished, or locally-sourced materials to reduce waste and life-cycle costs.*
- i. Encourage materials with high insulating value for energy conservation.*
- j. Encourage materials that are produced with low or non-toxic compounds to reduce toxic emissions.*
- k. Encourage the use of roof materials with a high solar reflectance to mitigate the urban heat island effect. Green roofs, for solar reflectivity and thermal emissivity are also desirable.*
- m. Encourage high quality exterior caulking and sealants for better air distribution.*
- n. The siting and design of buildings are encouraged to minimize the adverse impacts of wind, without compromising the overall quality of the streetscape.*
- o. Micro climate adjacent to buildings can be improved through strategic tree planting leading to energy cost savings. Coniferous trees on the west and north side of the building help deflect cold prevailing winds in winter. Shade tree planting on the south and west sides of the building help reduce direct sunlight in the summer.*

The proposed development considers green building initiatives through providing landscaped areas to contribute to reducing urban heat island effects and provide shade for pedestrian walkways. The proposed stacked back-to-back townhouse blocks are setback appropriately to accommodate adequate landscaping treatments for residents and visitors. The proposed development also accommodates accessible housing design by providing bungalow units on the ground floor. Landscaping and tree planting are oriented strategically to better utilize heating and cooling effects for the proposed development. Deciduous trees are planted on the east side to allow free cooling and shade protection in the summer months, and Coniferous trees are planted on the west and north limits of the subject site to help deflect cold prevailing winds in the winter. Architectural treatments and building design provide sun shaded areas throughout the site and does not create wind tunneling. Various architectural elements and features are proposed for the residential development. Windows and doors will have a grille between panes for bird-friendly considerations. The proposed building façade will utilize sustainable materials such as brick, manufactured stone and stucco. The brick and manufactured stone are from Brampton Brick, which are made from locally sourced natural materials that are non-toxic and are safe for the environment. The stucco is applied over foam insulation that creates a weather-proof seal that can reduce indoor energy use. The development proposal considers architectural elements and landscaping features to mitigate urban heat island effects by providing white concrete walkways throughout the site and proposing white roofs with high solar reflectance on the buildings.

The TWDG provides design guidelines which respect residential development within the Town of Caledon to ensure a high level of consistency in design and inform compatible land use development. Relevant guidelines of Section 8.0 of the TWDG to the proposed development are listed below.

### *8.1 Built Form*

*It is anticipated that new development in the Town of Caledon will vary in size, density and style, providing a diverse range of housing types to support a growing population. Compatibility of development is the key driving factor in determining the appropriate scale, character and siting of any particular housing type. New development is expected to range from low-density single detached homes, to mid-rise apartment buildings. Housing types vary to reflect the Town's varied demographics including senior housing, housing for developmentally challenged persons and affordable housing.*

#### *8.1.1 General Guidelines*

- a. Incorporate crime prevention through environmental design (CPTED).*
- b. Develop architectural styles and themes in a coordinated manner, in consultation with the Builder/Developer, Designer, Control Architect and Town Staff.*
- c. Enhance priority lot locations in accordance with the design guidance provided in Section 6.5.*
- d. Utilize a variety of high-quality materials and details that are consistent or compatible with the character and materiality of existing housing, including but not limited to: masonry, **stucco**, clapboard, board and batten, fish-scale siding etc., or a combination thereof.*
- e. Architectural elements are required to maintain existing proportions found prevailing in the assigned architectural style, and should not be excessive.*
- f. Screen utility fixtures (gas and hydro meters, air conditioners, connection boxes for telephone and cable) and locate them away from public view, in accordance with the guidance provided in Section 8.3.*
- g. Incorporate the same window treatment on all windows of the same building exposed to the public realm, including the same window type, colour, quality and detailing; false windows with black glass are discouraged.*
- h. Provide varied and compatible architectural styles for a sense of place and to create interesting streetscapes.*
- i. Provide diversity and interesting streetscapes through varied lot widths and built form types. A variety of elevation treatments should be provided between unit types and alternate elevations, including symmetrical and asymmetrical elevations.*
- k. Where mid-rise buildings or townhouses are proposed adjacent to low-rise residential housing, provide a gentle transition in height, downward to the lower scale neighbourhoods, and where possible, match the scale and height of the first unit or building with those of the adjacent existing or planned development.*
- l. Define views and vistas through the appropriate placement of built form and landscaping, orienting fenestration and building entrances to foster casual surveillance*
- m. Provide opportunities for garage locations at the rear.*

The above noted guidelines are considered and implemented in the proposed development. The development scenario introduces a higher residential density, contributing to the mix of a range of housing options in a compact built form. The development is appropriately located to accommodate a transition to a higher building height and density at the entrance of the existing community. The project design addresses the diversity of the streetscape by implementing the proposed colour palette. The proposed development is oriented to encourage walkability and enhance casual surveillance opportunities on the interior of the development and at the intersection of Harvest Moon Drive and Emil Kolb Parkway, through providing stacked back-to-back housing options.

### *8.1.3 Townhouse Dwellings*

- a. Where a single architectural style is selected, the detailing and elements used shall correspond with the style and be applied consistently for the entire townhouse block.*
- b. Incorporate the same window treatment on all windows of the same building exposed to the public realm, including the same window type, colour, quality and detailing; false windows with black glass are discouraged. Refer to figure on page 94 (Section 9.1).*
- c. The design of townhouse elevations shall achieve a level of quality equal to adjacent detached and semi-detached dwellings. Townhouse dwellings shall transition downward in height towards lower-scaled neighbourhoods and provide a variety of rooflines to allow for sun penetration to nearby single- and semi-detached housing.*
- d. The composition of the overall townhouse blocks will be designed to be visually compatible with the surrounding streetscapes through integrating complementary architectural styles, materials and features.*
- e. Townhouse designs are required to provide a variety of visual elements and details, which include **front entries, wall articulation**, and bay and dormer designs to break up the roof/wall planes and prevent visual monotony.*
- f. The side elevation of exposed corner units shall be specifically designed to respond to its public exposure and the additional light source by means of articulated building faces, fenestration, and detailing equal to that of the front elevation.*
- h. Outdoor amenity area shall be provided in the form of conventional rear yards or a functional raised terrace / balcony, where possible.*
- n. Any firewall should be integrated into the block design, and not be noticeable.*
- o. Incorporate a predominate cladding material that is high quality and low maintenance (i.e **clay brick, stone** or precast stone), with additional materials used in accent areas only beyond the tactile range (including **stucco** and wood siding).*
- p. Garage doors should be single-car door widths, where possible. Garages and driveways should be paired to maximize on-street parking, where feasible.*
- q. Units should be connected with common walkways above and below ground.*
- s. Two-car garages are discouraged.*

The stacked back-to-back townhouse development is designed with the consideration of the above noted policies. The proposed buildings are designed to include elements which are compatible with the surrounding built form and is consistent throughout the stacked back-to-back townhouse blocks. The elevation which is along the exterior side of the corner lot (Block 2 along Harvest Moon Drive) is designed with entrances to the units and windows to allow for additional light. The proposed development accommodates balconies to all residential units on the second and third floors for outdoor amenity space areas. As previously indicated, the building materials consist of clay brick (in two different colours). Blocks 1 and 2 are designed to be a lighter brown colour (Brick 1, as indicated on Plan A8), which frame the Subject Site. Block 3 is internal to the Subject Site and is designed to be a darker brown colour (Brick 2, as indicated on Plan A9). The proposed development provides a total of 36 single-car garages. In addition, the development scenario incorporates an interconnected walkway to encourage walkability and allow future residents and visitors navigate the site in a safe manner.

#### *8.1.4 Garages with Street Access*

- a. Minimize the presences of garages, and encourage the integration of garages into the overall design of buildings by providing different garage door treatments, garage options, locations and orientations.*
- c. Do not project the garage face wall beyond the main building; at a minimum ensure that it is flush with the main wall.*
- d. Driveway slopes between the garage and street shall be as shallow as possible. Reverse slope driveway conditions are not permitted.*
- f. Locate driveways and garages on the far side of adjacent intersections, transit stops, public walkways, open space and other non-residential uses.*
- l. Single-car garages are preferred to two-car garages. Discourage two-car garages for semi-detached house and townhouses.*

As indicated previously, the proposed development locates the private garages within the interior of the Subject Site. Each proposed stacked back-to-back townhouse block includes 12 single-car parking garages. It is clear that the presence of the proposed garages are minimized due to their orientation and size, as they are flush to the rear façades of each block, interior to the overall development. The driveway entrance to the proposed development is at an appropriate grade in line with Harvest Moon Drive.



**Figure 15: Block 3 Elevation (rear)**



**Figure 16: Block 1 & 2 Elevation (rear)**

### *8.2 Landscape Design (Site Planning)*

*Private on-lot landscaping enhances the public realm and must be compatible in design with the architectural style of the proposed built form.*

- a. Installation of plantings and hardscaping materials shall be designed to withstand weather conditions, traffic impacts and maintenance.*
- b. Provide landscaping with a character/ palette consistent with the proposed architecture.*
- d. Reinforce pedestrian routes, and accommodate on-site circulation and maintenance.*
- e. Frame, accentuate or reinforce desired views.*
- f. Strategically plant to protect residents and visitors from the elements.*
- g. Naturalized, drought-tolerant and low maintenance native planting are recommended, where appropriate.*
- h. Balance sustainability, accessibility, maintenance and aesthetic considerations.*

The proposed landscape plan presents the strategic location of the landscaping features throughout the development. Trees and shrubs are planted along walkways and entrances to reinforce pedestrian circulation routes and establish an aesthetically pleasing built environment. The proposed landscaping consists of non-invasive and drought tolerant plants which frame and accentuate various points of interests throughout the site, such as unit entrances, and visitor parking areas. Tree plantings are located along such walkways to provide shade for passersby and absorb heat, which aids in reducing urban heat island effects, and deflect cold winds in the winter

season. As such, the proposed landscaping areas throughout the development will establish enjoyable pedestrian environments that are visually pleasing.

### *8.3 Utilities*

*Careful utility coordination is required to ensure that streetscapes are viable and visually appealing. Poor utility coordination impacts the growth of street trees, the location of street furniture, and overall appeal of neighbourhood and community streets.*

*c. In situations where utilities cannot feasibly be accommodated underground, internally or within the building mass, the location of utilities must not detract from the accessibility, safety and comfort of pedestrians, and the overall aesthetic quality of the public realm. In such instances, utility boxes and facilities may incorporate a mix of high-quality architectural and landscape elements to screen these activities from public view, to the extent feasible, in keeping with utility operational access requirements (for example, low walls or recesses into the building, coordinated with landscaping.*

*d. Where appropriate, incorporate utility meters discreetly into interior side elevations of adjacent built form, at least 1.2 metres away from the front of the house, within compliant and recessed gas distribution meter boxes (subject to utility company regulations).*

The proposed development locates utilities along the interior side of each building block to minimize “unsightly” views. The enclosed landscape plan implements a clustering of shrubs, known as Anthony Waterer Spirea, to surround each of the utilities meters to further reduce unattractive displays.

## **11 POLICY ANALYSIS & JUSTIFICATION**

The proposed development encourages the opportunity for residential infill development and intensification within the Town of Caledon, Bolton Rural Service Center. The development conforms to relevant policies of the Growth Plan and is consistent with the Provincial Policy Statement. It also supports growth management policies contained in the Region of Peel Official Plan, as well as the guiding principles and objectives of the Town of Caledon Official Plan.

The development proposal introduces residential development on an underutilized parcel of land located within an existing *Settlement Area* with access to existing municipal infrastructure services. The development is consistent with provincial policies as it supports an increase in providing a range of housing options and unit sizes. As such, will contribute to the various building typologies in the community to support the achievement of ‘complete’ communities.

The proposed development supports the policies of the Region of Peel Official Plan as it provides for population growth in the Region and Bolton Rural Service Centre, which intends to be one of the main focus areas for growth and intensification in the Region’s Rural areas. The development

proposal will contribute to the expansion off housing supply to meet the needs of current and future residents and support existing and future transit infrastructure.

Lastly, the proposed development supports the goals and objectives of the Town of Caledon Official Plan and West Bolton Secondary Plan policies. The development seeks to develop an underutilized parcel of land through infill development to contribute to the current housing stock within the Town of Caledon. The proposed development is appropriate in land use compatibility and is suitable in size and location with the surrounding established community.

## **12 CONCLUSION**

In summary, the proposed development introduces a compatible built form for the Subject Site and the surrounding community. The subject applications are supported by applicable Provincial, Regional and Municipal planning policies and the technical and supporting studies referenced herein.

As outlined throughout this Report, it is our professional planning opinion that the proposed development represents good planning, achieves conformity and consistency with applicable policy regime and should proceed through the planning approvals process as prescribed by the *Planning Act*.