

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

**CAMCOS (BOLTON VILLAGE) INC.
13656 & 13668 EMIL KOLB PARKWAY
TOWN OF CALEDON**



HUMPHRIES PLANNING GROUP INC.

**190 Pippin Road, Suite A
Vaughan, Ontario L4K 4X9
(905) 264-7678, FAX 264-8073**

File No.: 18582

December 2025

TABLE OF CONTENTS

1.0	INTRODUCTION	2
2.0	PURPOSE OF REPORT	3
3.0	SITE DESCRIPTION AND CONTEXT	3
3.1	<i>Description of Subject Lands</i>	3
3.2	<i>Legal Description</i>	4
3.3	<i>Surrounding Land Uses</i>	4
3.4	<i>Existing Easements</i>	4
3.5	<i>Transportation</i>	5
4.0	DEVELOPMENT HISTORY	6
5.0	DEVELOPMENT PROPOSAL	7
6.0	DESCRIPTION OF PLANNING APPLICATIONS	8
7.0	SUPPORTING MATERIALS	9
7.1	Tree Inventory and Arborist Report	9
7.2	Phase 1 Environmental Site Assessment (13656 & 13668 Emil Kolb Parkway)	10
7.3	Functional Servicing Report and Stormwater Management Report	10
7.4	Hydrogeological Assessment (13656 & 13668 Emil Kolb Parkway)	11
7.5	Traffic Impact Study & Parking Justification Study	12
7.6	Stage 1 & 2 Archaeological Assessment (13656 & 13668 Emil Kolb Parkway)	13
7.7	Geotechnical Report	13
7.8	Preliminary Environmental Noise Report	14
8.0	POLICY ANALYSIS	14
8.1	PROVINCIAL POLICY	14
8.1.1	PROVINCIAL PLANNING STATEMENT (2024)	14
8.2	REGIONAL POLICY	23
8.2.1	REGION OF PEEL OFFICIAL PLAN (2022)	23
8.3	LOCAL POLICY	28
8.3.1	FUTURE CALEDON OFFICIAL PLAN (2025)	28
8.3.2	WEST BOLTON SECONDARY PLAN AREA	32
8.3.3	BOLTON SECONDARY PLAN AREA	36
8.4	TOWN OF CALEDON ZONING BY-LAW 2006-50	40
9	LAND USE COMPATIBILITY	43
10	COMPREHENSIVE URBAN DESIGN REVIEW	47
11	POLICY ANALYSIS & JUSTIFICATION	66
12	CONCLUSION	67

1.0 INTRODUCTION

Humphries Planning Group Inc., (HPGI) is the planning consultant for CAMCOS (BOLTON VILLAGE) INC., the legally registered owner of the property municipally known as 13656 and 13668 Emil Kolb Parkway located within the Urban Area of the Town of Caledon (herein referred to as the "Subject Lands"). The Subject Lands are located on the north west corner of the intersection at Emil Kolb Parkway and Harvest Moon Drive. The property municipally known as 13656 Emil Kolb Parkway is currently vacant and the property municipally known as 13668 Emil Kolb Parkway is currently occupied by a residential dwelling on a large lot, with access to Emil Kolb Parkway. The Subject Lands are approximately 8,363.7 sq.m in total area. The site has a frontage of 76.14 metres along Emil Kolb Parkway and 70.21 metres on Harvest Moon Drive. Immediately surrounding the Subject Lands 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 Lands, 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 were 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 and deemed complete.

Applications for Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Condominium and Site Plan were submitted to the Town of Caledon in November and December 2021 to facilitate the development of three 3-storey stacked back-to-back townhouse blocks, consisting of 45 residential units. Since then, the property has changed ownership and additional land municipally known as 13668 Emil Kolb Parkway has been acquired. The enclosed re-submission consists of a new development concept across the Subject Lands municipally known as 13656 and 13668 Emil Kolb Parkway. The current revised submission proposes an 8 storey residential building containing 102 residential units located along Harvest moon Drive and 22 stacked townhouse units contained within 2 3-storey buildings with roof top terraces located along the northerly perimeter of the property.

This Planning Justification Report ('Report') provides a description of the Subject Lands, 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, Applications for Official Plan Amendment, Rezoning and Site Plan Approval have been submitted to the Town of Caledon on March 4, 2025 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 Planning Statement 2024 (PPS), the Region of Peel Official Plan (2022), the Future Caledon Official Plan (2025), 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 Lands*

The Subject Lands, identified in Figure 1, are located at the north west corner of the intersection at Emil Kolb Parkway and Harvest Moon Drive, in the Urban Area of the Town of Caledon. The Subject Lands are 8,363.7 square metres in area, and has a frontage of 70.21 metres along Harvest Moon Drive and 76.14 metres along Emil Kolb Parkway. The Subject Lands currently occupies a residential dwelling on 13668 Emil Kolb Parkway and is vacant on 13656 Emil Kolb Parkway, and has a total of 26 trees on site, as confirmed by the enclosed Arborist Report, prepared by Landscape Planning Limited, in coordination with Canopy Consulting.



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

3.2 Legal Description

The Subject Lands are described as two parcels, and is legally described as follows:

13656 Emil Kolb Parkway

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

13668 Emil Kolb Parkway

PT LT 9, CON 5 ALBION DES AS PT1, 43R10166 SAVE & EXCEPT PT 1, ON EXPROPRIATION PLAN NO. PR115670. S/T EASEMENT OVER PT 2, ON EXPROPRIATE PLAN PR1156790

3.3 Surrounding Land Uses

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

North: The lands located immediately north of the Subject Lands are occupied by two-storey townhouse and multiple-unit residential dwellings which are located within Registered Plan of Subdivision in 43M-1324.

South: Immediately south of the Subject Lands 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 Lands 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 Lands are occupied by residential uses in a registered plan of subdivision. Immediately west of the Subject Lands are two (2) blocks of townhouse dwellings.

3.4 Existing Easements

The Subject Lands are subject to three (3) existing easements including:

- (1) a permanent easement in favour of Hydro One Networks Inc. in respect of electrical transmission lines, registered on title as Instrument No. PR1070814, which cannot be removed;

- (2) 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 upon assumption of the grading work by the Municipality; and,
- (3) Easement PR1156790, in favour of the Town of Caledon pursuant to Expropriation Plan PR1156790 for the purposes of constructing, installing, operating and maintaining utilities.

3.5 *Transportation*

The Subject Lands are 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 Lands have frontage on 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 of 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 Lands are approximately 350 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 Lands)

Brampton Transit route 41 Bolton is a local transit line which operates on weekdays along Highway 50 between Queen Street/ Highway 7 in Brampton to Columbia Way/Bolton Heights in Caledon. This route services the employment lands along Coleraine Drive. The closest bus stop in proximity to the Subject Lands are approximately 1.0 km south at Coleraine Drive and Holland Drive.

In accordance with Schedule F-1 - Rapid Transit Corridors (Long term Concept) of the Region of Peel Official Plan, the Subject Lands are 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 1 km away from the Subject Lands were 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. More recently, secondary plan and draft plans of subdivision were submitted. The secondary plan and 2 of the draft plans of subdivision were subject to an OLT Settlement hearing in late 2024 for which a decision was issued on January 27, 2025. A further subdivision application with minor zoning amendments was approved by the OLT on January 27, 2025. Other additional lands have been approved by the Town for zoning and draft plan. In addition to such, a further zoning bylaw (2024-55) for the secondary plan was approved in 2024.

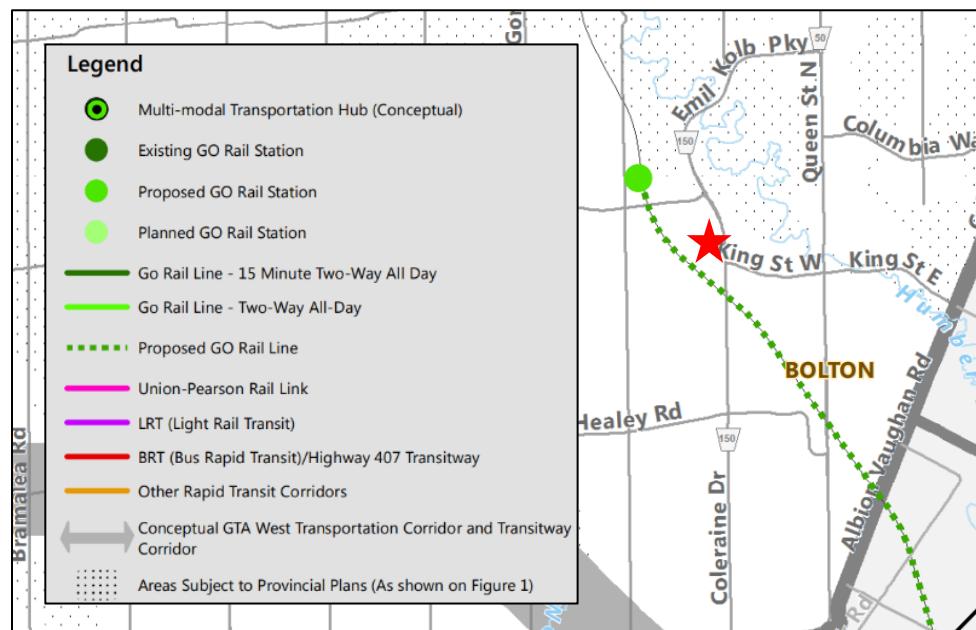


Figure 3: Schedule F-1 – Rapid Transit Corridors (Long Term Concept), Region of Peel Official Plan (* Subject Lands)

4.0 DEVELOPMENT HISTORY

The Subject Lands have been previously considered for 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 Lands 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 OPA was approved but the zoning and site plan applications never proceeded and were subsequently cancelled.

On February 25, 2021, a DART Meeting was held to discuss the applications and supporting materials to be 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.

Applications for Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Condominium and Site Plan were submitted to the Town of Caledon in November and December 2021 to facilitate the development of three 3-storey stacked back-to-back townhouse blocks, consisting of 45 residential units. A Public Meeting was held in April of 2022. Since then, the property has changed ownership and land area increased with the acquisition of the northernmost property, municipally known as 13668 Emil Kolb Parkway. A revised development proposal was submitted to the Town of Caledon in March of 2025, that included two (3) three-storey townhouse blocks proposing a total of 22 stacked back-to-back residential townhouse units and an eight-storey residential building proposing a total 102 units including 15 accessible units and comments received. A Public Meeting is necessary for the proposed development. This report forms part of the third submission to the Town of Caledon.

5.0 DEVELOPMENT PROPOSAL

The proposed development contemplates an 8 storey residential building containing 102 residential units located along Harvest Moon Drive and 22 stacked townhouse units contained within two 3 storey buildings with individual unit roof top terraces located along the northerly perimeter of the property. The residential condominium building will have a range of unit sizes between 47m² – 81m² with 1-, 2- and 3-bedroom unit types including 15 accessible units. The stacked buildings have unit sizes ranging from 133.8m² to 150.5m². The development proposes a density of approximately 149.4 units per hectare and a total gross floor area (GFA) of 11,391 square metres. The

development proposal provides a total of 168 parking spaces at surface level, including 22 spaces for visitor parking, and 7 barrier-free parking spaces. Bicycle racks are also incorporated in the proposed development in location of main building entrances to encourage active transportation. The proposed development has been designed in accordance with Peel Region waste standards to enable municipal waste pick up for the entire project.

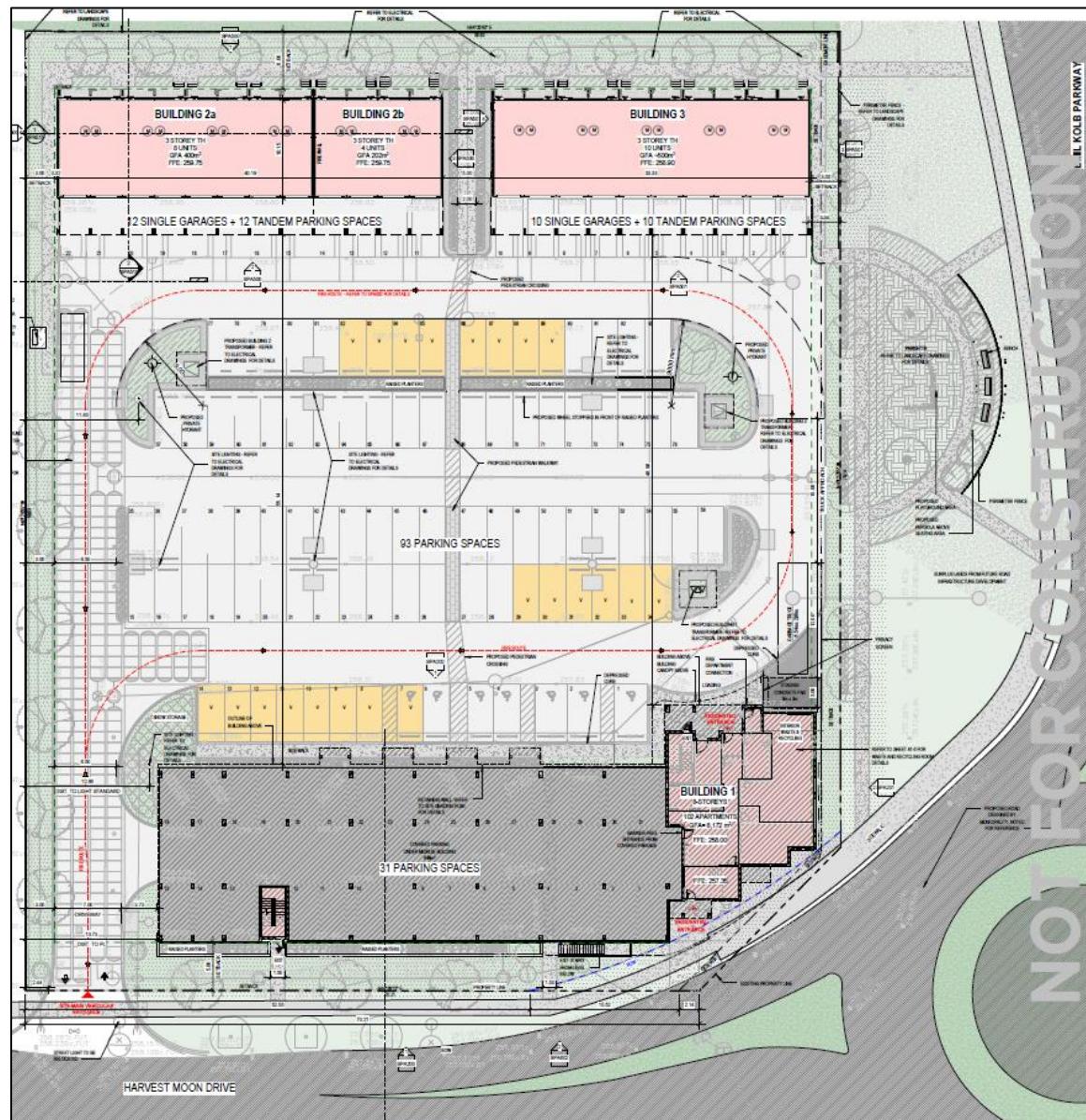


Figure 4: Proposed Site Plan (extract)

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 development.

Official Plan Amendment

The purpose of the submitted Official Plan Amendment Application is to replace the existing land use designation for the Subject Lands. The Subject Lands are designated “Neighbourhood Area” within the West Bolton Secondary Plan Area of the Town of Caledon Official Plan. The Local Commercial 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 Lands as a community design focal point. As such, this Official Plan Amendment seeks to permit high density residential uses and a maximum building height of 8-storeys at the northwest corner of the intersection of Harvest Moon Drive and Coleraine Drive.

Zoning By-law Amendment

A Zoning By-law Amendment Application has been submitted to rezone the Subject Lands in support of the proposed development and reflect the proposed land use designation. The Subject Lands are 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 Lands from “A1 Agricultural” Zone to “RM - Multiple 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 was previously submitted in December of 2021 and is required to fully implement the residential development.

7.0 SUPPORTING MATERIALS

This report forms part of the third submission and provides a brief summary of the current supporting studies and reports.

7.1 Tree Inventory and Arborist Report

A Tree Inventory and Arborist Report was prepared by Landscape Planning Limited and updated on February 21, 2025, in coordination with Canopy Consulting for the proposed development at the Subject Lands. This report and plan identify tree preservation boundaries and trees marked for removal and retention. An inventory of all trees greater than 10cm DBH located on and within

6.0m of the subject site was undertaken in June 2024. Thirty-seven trees were inventoried as part of this project, eleven of which are Town owned. Four Town owned trees and twenty-three privately owned trees located on the subject site are in conflict with the proposed grading and are to be removed. Authorization from the Town of Caledon is required prior to the removal of twenty-seven trees.

7.2 Phase 1 Environmental Site Assessment (13656 & 13668 Emil Kolb Parkway)

A Phase One Environmental Assessment (“ESA”) was prepared for the Subject Lands (13656 Emil Kolb Parkway and 13668 Emil Kolb Parkway, separately), by Pertius Environmental Consultants Inc., in coordination with Hydrogeology Consulting Services (HCS).

The Phase One ESA regarding the property located at 13656 Emil Kolb Parkway, dated September 7, 2021, identifies four (4) Areas of Potential Environmental Concerns (APECs), based on Potentially Contaminating Activities (PCAs), both on the Subject Lands 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 Lands.

The Phase One ESA regarding the property located at 13668 Emil Kolb Parkway, dated May 2023, identifies one item of potential environmental concern that could result in potential subsurface impacts at the Site, specifically fill material of unknown quality that was brought onsite during construction of the current building in the 1990s. The soil has been in place for over 30 years and there was no indication of distressed vegetation. If the soil is left undisturbed in place, then the soil quality does not need to be investigated immediately via a Phase II ESA. If this Site is going to be redeveloped and soil is going to be removed from the Site, then the soil quality should be characterized. Soil sampling will need to be completed in accordance with Ontario Regulation 406/19, On-Site and Excess Soil Management. Records will need to be provided to receiving sites if soil needs to be transported offsite.

7.3 Functional Servicing Report and Stormwater Management Report

Schaeffers Consulting Engineers (SCE) prepared a Functional Servicing Report and Stormwater Management Report (FSSR), dated February 2025, in support of the proposed development. The purpose of the report is to provide site-specific information with respect to infrastructure required to support the proposed development regarding storm, sanitary, and water servicing requirements. The subsequent submission dated December 2025 includes minor updates to the stormwater management strategy with respect to water balance.

Stormwater Servicing

A stormwater management plan was prepared that evaluates the proposed site drainage, stormwater quantity, stormwater quality, and water balance. Stormwater runoff from the site will be captured and directed to an underground stormwater management tank. The provided storage volume for the proposed development was calculated to be 318 m³. On-site controls are required to ensure a controlled release rate of 48.1 L/s and 61.5 L/s for the 2-year and 5-100-year events, respectively from the site to the existing 300 mm diameter storm sewer on Harvest Moon Drive and ultimately discharging to the existing stormwater management pond located south of Harvest Moon Drive. An off-line filtration unit has been sized to provide a minimum Total Suspended Solids (TSS) removal rate of 80% and is located upstream of the site's control manhole in order to treat the entirety of the site's discharge.

A water balance analysis was completed to determine infiltration levels for pre-post development conditions. The proposed development was found to be outside of any source water well-head protection areas or significant groundwater recharge areas. Best efforts were made to match pre-development infiltration volumes. Based on site constraints and in-situ conditions the proposed infiltration gallery was located in the northwest corner of the site. As per the proposed LID strategy, the post-development scenario achieves infiltration of 545 m³/year annually.

Sanitary Servicing

The proposed development will connect to the existing 375 mm sanitary sewer located on Emil Kolb Parkway. An estimated sanitary flow of approximately 4.11 L/s is anticipated from the proposed development.

Water Servicing

The subject property will be serviced by a looped 200 mm watermain service connection to the existing 300 mm watermain located on Harvest Moon Drive. Within the subject site the 200 mm watermain will provide domestic and fire flow for the two townhouse blocks. The mid-rise building will be serviced by the 200 mm diameter watermain for a fire line and a 150 mm watermain for a domestic line. A hydrant flow test was conducted to confirm sufficient pressure and flows are available to service the subject property.

7.4 Hydrogeological Assessment (13656 & 13668 Emil Kolb Parkway)

Hydrogeology Consulting Services Inc. (HCS) was retained to prepare a Hydrogeological Assessment for the Subject Lands (separate reports for 13656 Emil Kolb Parkway and 13668 Emil Kolb Parkway prior to the properties being combined) to evaluate the groundwater conditions in support of the proposed residential development. The Assessment for each property consisted of a site visit, drilling boreholes, completed with monitoring wells, and laboratory testing. The

boreholes and monitoring wells were constructed concurrently with the enclosed Geotechnical Investigations, prepared by CMT Engineering Inc.

For the property located at 13656 Emil Kolb Parkway, a total of six (6) boreholes were drilled and three (3) included the installation of monitoring wells. The Hydrogeological Assessment dated September 7, 2021 concluded that construction for the originally proposed slab on grade development would not require excavation below the measured perched water levels beneath the property. For the property located at 13668 Emil Kolb Parkway, a total of five (5) boreholes were drilled and three (3) included the installation of monitoring wells. The Hydrogeological Assessment dated May 30, 2023 concluded that construction for the originally proposed 1-level underground parking would require dewatering at rates above the 400,000 L/day Permit to Take Water (PTTW) threshold.

Subsequently, updated groundwater level measurements were collected in February 2025 to assess the seasonally high groundwater table, and revised construction dewatering calculations based on the current site plan for the combined property (including only a partial 1-level underground storage area) concluded that the current proposed development will require dewatering at rates below the PTTW threshold, requiring an Environmental Activity and Sector Registry (EASR).

Since the updated construction dewatering calculations were prepared, the Ministry of the Environment, Conservation, and Parks (MECP) have issued an amendment to the EASR legislation (July 2, 2025) removing the upper dewatering volume limit. As a result, now an EASR registration will be sufficient to support construction dewatering.

7.5 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 proposed development is projected to generate a total of 71 new two-way trips (21 inbound and 50 outbound) and 80 new two-way trips (47 inbound and 33 outbound) during the weekday AM peak hour and PM peak hour, respectively.

A subsequent Transportation Impact Study Addendum was prepared by Nextrans, dated December 8, 2025, which reflects the minor reduction in the number of proposed overall parking spaces. The TIS Addendum indicated the proposed development is projected to generate a total of 71 new two-way trips (21 inbound and 50 outbound) and 80 new two-way trips (47 inbound and 33 outbound) during the weekday AM peak hour and PM peak hour, respectively. The results

of the capacity analysis indicate that the proposed development will have a negligible traffic impact on the future traffic operations of the surrounding road network.

The current proposed development provides a total of 168 parking spaces, which accommodates 102 residential parking spaces for the condominium building, 44 residential parking spaces for the townhouse buildings, 22 visitor parking spaces for the overall site, and 7 barrier-free parking spaces. The proposed parking reduction of 60 parking spaces is justified through a proxy site parking utilization survey, ITE Parking generation, Provincial Policies, the Town of Caledon Official Plan and Transportation Demand Management. Based on the justifications provided in the Transportation Impact Study Addendum, Nextrans supports the proposed resident parking rate of 1.0 spaces/unit for the apartment dwelling units and the proposed overall visitor parking rate of 0.18 spaces/unit. On this basis, it is Nextrans' opinion that the proposed vehicle parking supply of 168 spaces is adequate to accommodate the projected parking demands of the proposed development.

7.6 Stage 1 & 2 Archaeological Assessment (13656 & 13668 Emil Kolb Parkway)

Irvin Heritage Inc. was retained to conduct a Stage 1 and 2 Archaeological Assessments for the Subject Lands (13656 Emil Kolb Parkway and 13668 Emil Kolb Parkway, separately), dated December 17, 2020 and March 19, 2024. The Stage 1 Assessment is intended to inform the Subject Lands 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 Lands, 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 Lands are required.

7.7 Geotechnical Report

A Geotechnical Report (13656 Emil Kolb Parkway and 13668 Emil Kolb Parkway) dated June 29, 2021 and April 17, 2023, 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 five (5) boreholes drilled to depths ranging between 5.18 metres to 6.10 metres. Three (3) of the five (5) 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.

7.8 Preliminary Environmental Noise Report

SLR Consulting (Canada) Ltd. was retained to prepare a Preliminary Environmental Noise Report dated February 27, 2025, in support of the proposed residential development. Their analysis was based on the evaluation of transportation-related noise and vibration and industrial/commercial noise. The report concludes that based on transportation façade sound levels, upgraded glazing is required for units in certain areas. For all other locations exterior wall and window construction meeting the minimum non-acoustical requirements of the OBC are predicted to be sufficient to meet MECP indoor noise guidelines. Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements. Stationary source noise from the surrounding environment is not of concern at the proposed development.

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 Planning Statement (2024), the Region of Peel Official Plan (2022), the Future Caledon Official Plan (2025), West Bolton Secondary Plan, and the Town of Caledon Zoning By-law 2006-50.

8.1 PROVINCIAL POLICY

8.1.1 PROVINCIAL PLANNING STATEMENT (2024)

The PPS, prepared under Section 3 of the Planning Act, took effect on October 20, 2024, replacing the Provincial Policy Statement dated May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development.

The PPS is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development in the Province of Ontario. The PPS sets the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The *Planning Act* requires that all decisions affecting planning related matters be consistent with the policy statements issued under the Act, including the PPS.

The PPS calls for the building of more homes as "*Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions.*". The establishment of healthy, livable and safe communities is facilitated through efficient development and land use

patterns and the accommodation of an appropriate range and mix of residential, employment, institutional and recreational uses to meet long term needs.

Planning for People and Homes

Section 2.0 of the PPS provides direction related to “Building Homes, Sustaining Strong and Competitive Communities” and is applicable to the Subject Lands. It encourages a variety of land uses within communities and promotes initiatives that make efficient use of infrastructure.

Section 2.1 provides direction for managing and directing land use in order to achieve efficient and resilient development and land use patterns. These policies state:

“2.1.4 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 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, including units in draft approved or registered plans.*

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed development aligns with the policies of Section 2.1 of the PPS, as it provides for an appropriate form of development within an identified Settlement Area and the specified planning horizon. Further, the proposal supports an efficient land use pattern and will provide a greater range and mix of housing by introducing 124 dwelling units in a variety of multi-unit building typologies which will contribute to the availability of variety of housing options in the community in order to meet the current and future needs of the Town. The development density realized

through the development can be supported and serviced by the proposed availability of municipal infrastructure as demonstrated through the Functional Servicing Report prepared by Scheaffers Consulting Engineers.

Housing

Section 2.2 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:

“2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed development introduces 124 dwelling units in two building typologies that do not include single/semi-detached units. Further, the development is on a previously accepted commercial site that never was developed. The proposed development will support the overall diversification of housing options and densities within the Town. Conversely, single detached homes make up the largest share of the current housing supply in Peel Region and residential development trends suggest this will continue in the near future. More specifically, single detached homes made up 45.6% of all dwellings in Peel Region in 2016. Caledon had the largest share of single detached homes at 83.4% of the entire housing stock in Caledon in 2016. (Source:

Region of Peel Housing Strategy Report July 2018). While it is recognized that Peel Region's new housing stock will become more diversified over time with the introduction of more compact building forms, the existing housing stock is composed predominantly of detached dwellings. The proposed development is on point as it introduces a variety of building typologies with no single detached dwellings being proposed, which will support the overall diversification of housing options, unit sizes and densities within the existing community area and contribute to the evolving character of the Towns housing stock.

The proposed development is aligned with the above policies as it introduces an appropriate form of development within an identified settlement area. The proposed development will create a more compact form of 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, including accessible unit designs which will contribute to broadening the current range of housing options in the community and support future growth needs of the Town and Region.

Settlement Areas and Settlement Area Boundary Expansions

Section 2.3 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 2.3.1 includes the following applicable policies:

"2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6 Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities."

The Subject Lands are located within the existing Settlement Area Boundary. The proposed development aligns with the policies of Section 2.3 of the PPS as it provides for an efficient development and land use pattern. The site in its current state represents an underutilization of land. This application will provide for residential uses in a compact form. The proposal recognizes the Towns limited land resources, as well as its location near at the entryway of an existing community area and provides development that addresses the need for more compact forms of housing.

The PPS also recognizes that the achievement of growth in Settlement Areas requires intensification and development in areas that are well served by existing community services and public facilities. The proposed development is consistent with the above policies as it provides for a new form of development to the existing community area. The proposed development will be integrated into the surrounding neighbourhood which has access to community infrastructure, schools, open space and other community uses.

The Subject Lands are well served by an existing network of transportation infrastructure and benefits from frontage at Harvest Moon Drive, a local road and the existing and/or future realigned Emil Kolb Parkway/Coleraine Drive which is a regional road that has been considered as an intensification corridor area by the municipality in its Intensification Strategy Report (January 2022).

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 Lands. 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.

Strategic Growth Areas

Section 2.4 of the PPS, directs intensification and development towards Strategic Growth Areas to support the achievement of complete communities and compact built form. Land use patterns within settlement areas should be based on an appropriate range and mix of housing options and densities that make efficient use of available transit and existing infrastructure. Section 2.4.1 and 2.4.2 include the following applicable policies:

"2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

2.4.1.3 Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

The Subject Lands are located within a settlement area and the Emil Parkway/Coleraine Drive Corridor (Caledon Intensification Strategy report January 2022), as well as provide frontage onto a regional road, being a Strategic Growth Area in accordance with the PPS. The proposed development aligns with the policies of Section 2.4 of the PPS as it provides for an efficient

development and land use pattern. In addition, the proposed development introduces 124 dwelling units with a variety of unit sizes including design for accessibility and building typologies with no single detached dwellings being proposed, which will support the achievement of complete communities by providing a further range of housing options for the existing neighbourhood.

The PPS also recognizes that the achievement of growth in Strategic Growth Areas requires intensification and development in areas that are transit-supportive and provide access to existing transit services and public facilities. The proposed development is consistent with the above policies. The proposed development is located on the edge /at the gateway to this community area and is integrated into the surrounding neighbourhood which has direct access to community infrastructure, schools, parks, open space uses and a regional road.

The Subject Lands are well served by an existing network of transportation infrastructure and proposed infrastructure and benefits from frontage at Harvest Moon Drive, a local road and the existing and/or future realigned Emil Kolb Parkway/Coleraine Drive which is a regional road.

Infrastructure and Facilities

Infrastructure policies of the PPS are outlined in Section 3.0. 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:

"3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner 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:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

3.1.2 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.*

3.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. is feasible and financially viable over their life cycle;
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
 - 4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process;
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

3.6.2 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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

3.6.8 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through 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;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.”

The Subject Lands 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 Scheaffers Consulting Engineers is found in Section 7.0 of this Report.

Transportation Systems

Section 3.2 of the PPS places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems. The following transportation policies are applicable to the proposed development:

"3.2.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

The proposed development is consistent with the above noted policies of the PPS. The proposed development will be serviced by major road networks. Brampton Transit, Bus Route 41, provides public transit service to the surrounding area. The nearest bus stop serviced by Brampton Transit is located at Coleraine Drive and Holland Drive, approximately 1.0 km south of the Subject Lands. The nearest bus stop serviced by GO Transit is located at Queen Street and Mill Street, approximately 1.5km east of the Subject Lands. The future Caledon GO Rail site, which was initially approved in accordance with Zoning Order under O.Reg 171/21, will be located at Humber Station Road and King Street, which is approximately 1km west of the Subject Lands.

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 residential 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 124 condominium and 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.

8.2 REGIONAL POLICY

8.2.1 REGION OF PEEL OFFICIAL PLAN (2022)

The Region of Peel Official Plan was adopted by Regional Council on April 28, 2022, through Bylaw 20-2022. The Region of Peel Official Plan, April 2022 Office Consolidation (June 2024), 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.

On July 1, 2024, the local municipalities became responsible for the implementation of the Region of Peel Official Plan. As such the Region of Peel Official Plan is delegated by the Town of Caledon in accordance with the Planning Act.

Chapter 4 – Growth Management 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 2051.

4.2 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.

Municipality	2041			2051		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	2,050,000	650,000	960,000	2,280,000	730,000	1,070,000

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 230,000 residents by the year 2051, 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 100,000 residents by the year 2051. 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, 3.048 persons per unit (“PPU”) for large apartments (750 sq ft and larger) and 1.612 persons per unit (“PPU”) for smaller apartment dwellings. As such, the population projection generated by the proposed development is 279 new residents, which will contribute to the population growth within the Region of Peel.

Chapter 5 – Regional Structure 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 E-1 – Regional Structure, the Subject Lands are within the “Urban System”. Chapter 5.6 of the Official Plan provides policies for the Urban System.

The following objectives and policies outlined in Chapter 5.6 - Urban System of the Region of Peel Official Plan, are applicable to the Subject Lands:

Objectives

- 5.6.1 *To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*
- 5.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.3 *To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.6.5 *To promote crime prevention and improvement in the quality of life.*

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Policies

5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

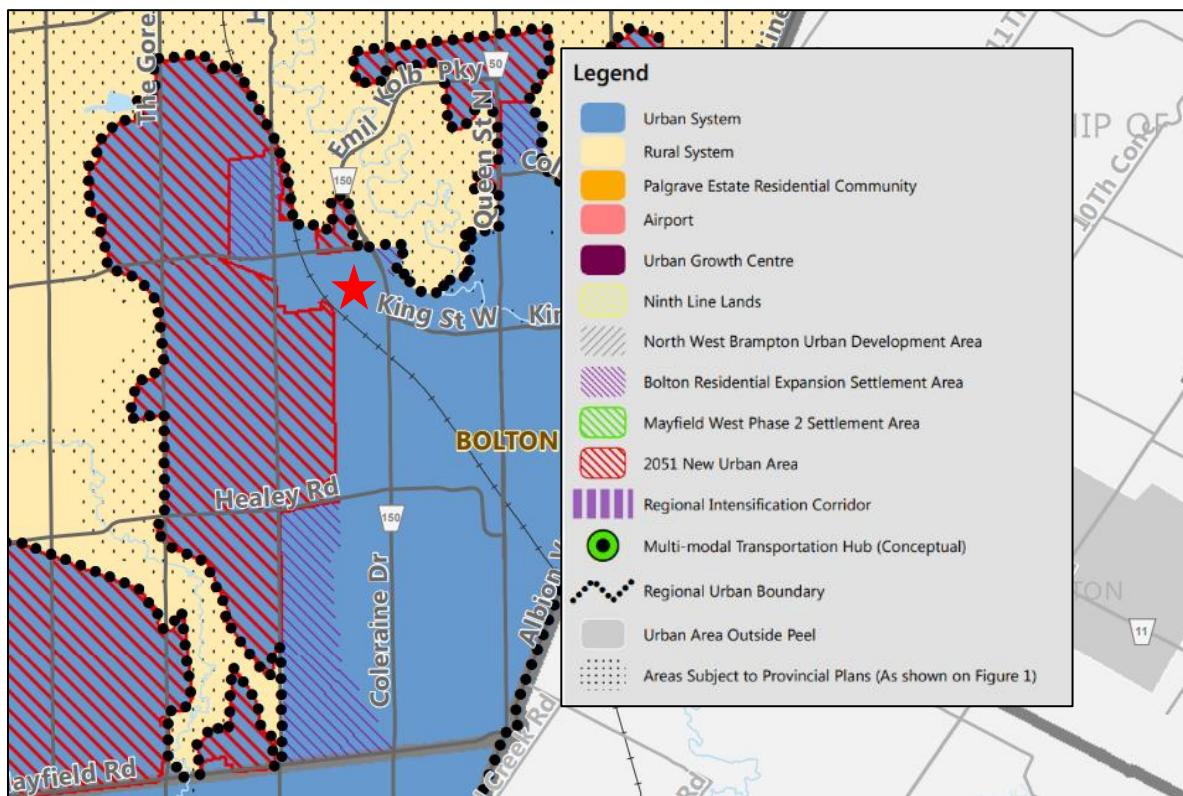


Figure 5: Schedule E-1: Regional Structure, Region of Peel Official Plan (* Subject Lands)

The Subject Lands are located within the “Urban System” in the Town of Caledon. The proposed development is consistent with the above-noted policies of the Region of Peel Official Plan as it directs growth to the “Urban System” of the Region of Peel. The development of 22 stacked back-to-back townhouse, and 102 condominium 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 area.

The proposed residential development supports the achievement of complete communities as it provides for an efficient development and land use pattern. The proposed development is located on the edge /at the gateway to this community area and is integrated into the surrounding neighbourhood which has direct access to community infrastructure, schools, parks, open space uses and a regional road.

The Subject Lands are well served by an existing network of transportation infrastructure and proposed infrastructure and benefits from frontage at Harvest Moon Drive, a local road and the existing and/or future realigned Emil Kolb Parkway/Coleraine Drive which is a regional road that has been considered as an intensification corridor area. The proposed residential development is consistent with the above policies.

Chapter 5.9 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 5.9 of the Official Plan, which are relevant to the proposed development are highlighted below:

- 5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.*
- 5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.*
- 5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.*
- 5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.*
- 5.9.6 To consider barriers to housing, including social and economic factors.*

The proposed development implements the Region's housing objectives as it introduces residential condominium units and stacked back-to-back townhouse dwellings as a new form of housing type in the area. 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 Urban System.
- The proposed development will contribute population growth within the Region of Peel, by accommodating 279 new residents, in accordance with the Region's persons per unit type.
- The proposed development supports the achievement of complete communities by implementing a compact built form in an area that is transit-supportive and provides access to nearby public facilities and will support transit services
- The development scenario introduces condominium and 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 FUTURE CALEDON OFFICIAL PLAN (2025)

The Future Caledon Official Plan was adopted by Council on March 26, 2024, and was approved by the Province on October 22, 2025. The Official Plan provides general policy direction and planning framework to guide and manage growth within the Town of Caledon to 2051.

In accordance with Schedule B1 – Town Structure, the Subject Lands are identified as “Urban Area”, which was approved through the Region of Peel Official Plan update in 2022.

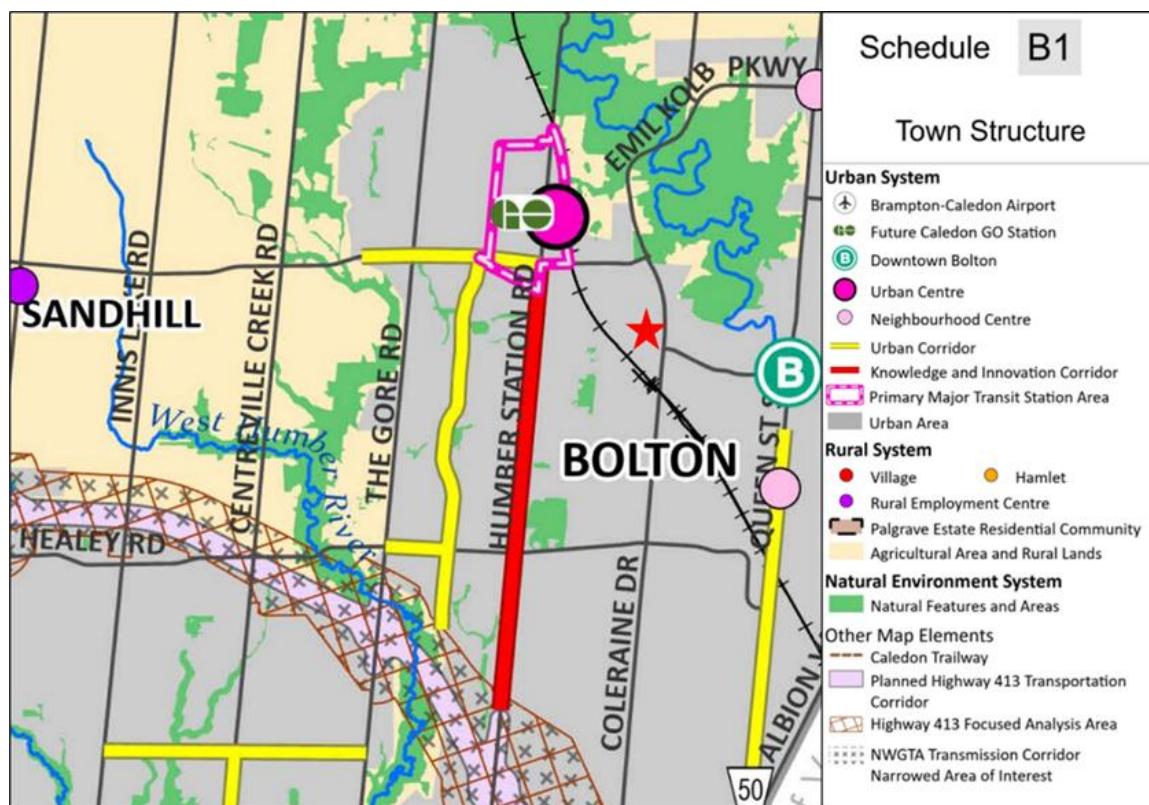


Figure 6: Schedule B1: Town Structure, Future Caledon Official Plan (* Subject Lands)

Table 4.1 of the Future Caledon Official Plan outlines the population and employment growth to the year 2051. Table 4-1 of the Future Caledon Official Plan provides the following minimum forecasts:

	2021	2041	2051
Population	81,000	200,000	300,000
Households	24,000	65,000	90,000
Employment	32,000	80,000	125,000

Note: Population figures include a census undercount of 3.3 percent. 2021 values are provided for reference and are not a forecast.

Table 2 – Minimum Town of Caledon Population, Household Units, and Population Growth Forecasts (Table 4-1 – Future Caledon Official Plan)

The development proposal locates new residential units in the Urban Area Settlement Area boundary of the Town of Caledon. According to the Town of Caledon 2024 Development Charge Background Study, Table A-6 of Appendix A shows the average number of persons per unit by type. The Town of Caledon recognizes 2.07 persons per unit (“PPU”) for Apartments (regardless of the number of storeys), including stacked townhouses. As such, the population projection generated by the proposed development is 256.68 new residents, which will contribute to the population growth to the year 2051 within the Town of Caledon.

In accordance with Schedule B2 – Growth Management, the Subject Lands are located within a “Built-up Area”.

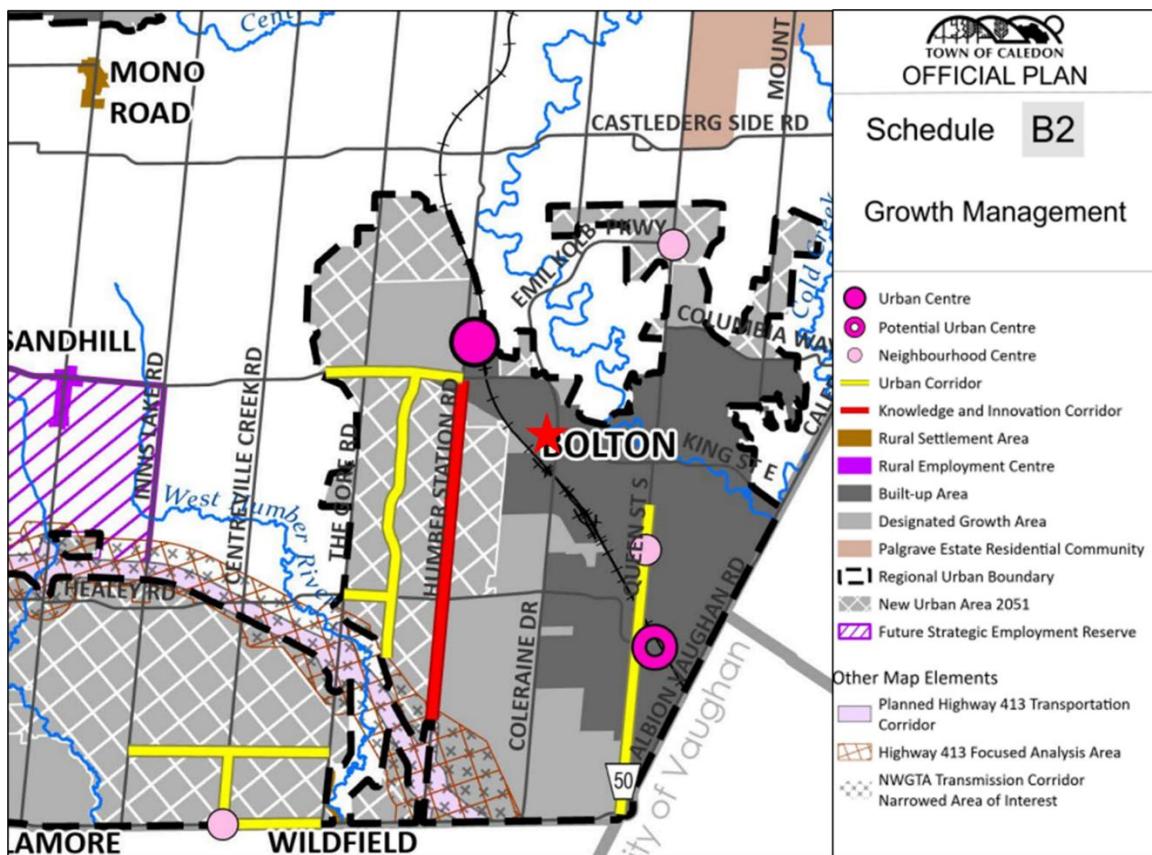


Figure 7: Schedule B2: Growth Management, Future Caledon Official Plan (* Subject Lands)

Section 4.2 of the Future Caledon Official Plan outlines policies which guide and regulate growth through intensification within the Town of Caledon, including the following:

4.2.1 *Intensification will be supported in appropriate locations within Caledon's existing delineated built-up area, as identified on Schedule B2, Growth Management, in accordance with the policies of this Plan.*

4.2.2 *A minimum of five percent of all new residential development will be directed to lands within the delineated built-up area shown on Schedule B2, Growth Management, on an annual basis to 2051. Opportunities to direct additional growth to the delineated built-up area, particularly the Highway 50 corridor in Bolton will be considered and addressed through an amendment to this Plan.*

4.2.3 *Intensification may occur in a variety of built forms and scale, that are appropriate to their local and planned context. This Plan encourages a wide range of forms of intensification, including infill of vacant and underutilized lots, redevelopment at higher densities, use of additional residential units, purpose-built rental, adaptive reuse, and development on former industrial and commercial sites, including brownfield sites.*

4.2.4 *In addition to residential intensification, compatible employment uses that represent a greater intensity of use and create jobs within Caledon will also be encouraged, subject*

to the policies of this Plan. Where permitted, some forms of mixed-use development will include commercial and/or institutional uses and associated employment.

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

Section 9 of the Future 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:

9.1 The planning objectives for housing, in collaboration with the Region, are as follows:

- a) achieve Peel-wide new housing unit targets to meet the diverse housing needs of the Town, including the needs of different income groups, people with additional needs and accessibility requirements and the needs of people through all stages of their lives;*
- b) maintain and develop purpose-built rental housing through targets for rental tenure units;*
- c) achieve minimum density targets within major transit station areas to ensure that communities surrounding higher order transit stations are efficient, walkable and transit-oriented;*
- d) encourage gentle density housing including additional residential units in all residential areas;*
- e) improve the supply of non-market and supportive housing in the Town;*
- f) aim to increase the number of residential dwelling units that incorporate universal design features; and,*
- g) promote energy efficiency measures in existing and new residential development and alignment with the Town's Green Development Standard.*

The proposed development will maintain and contribute to the Bolton area by introducing a built-form that is compatible with the surrounding uses. The Subject Lands are 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 residential condominium and stacked, back-to-back townhouse dwellings will broaden the range and mix of housing types offered in the community.

Section 11 of the Future 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. Section 11.1 provides the objectives for transportation including the following, but not limited to:

- a) *develop a transportation system that supports multimodal connections between the Town, the Region of Peel and the rest of the Greater Toronto and Hamilton Area;*
- b) *develop a low carbon and environmentally sustainable transportation system that supports the climate change objectives and policies of this Plan and allows for safe, convenient, economical, equitable, and efficient movement of people of all ages and abilities, goods and services;*
- c) *reduce automobile dependency, and encourage and support sustainable mobility options such as public transit, active transportation, and car-sharing/carpooling;*
- d) *optimize and expand the use of the Town's existing transportation infrastructure and services to achieve financial and environmental sustainability while managing congestion;*
- e) *ensure that development supports the efficient provision of public transit and active transportation to promote healthy lifestyles;*
- f) *develop a Caledon transit network and work cooperatively with appropriate jurisdictions and agencies to improve transit connections in the Town, especially with inter-regional and higher order transit, and encourage transit-supportive development, where appropriate;*

The proposed development is in line with the above noted policies of the Future Caledon Official Plan as it is appropriately located in an area serviced by Municipal and Regional Transportation infrastructure. The Subject Lands are 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 B4 – Land Use Designations, of the Future Caledon Official Plan, designates the Subject Lands as part of the 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 Urban Areas within

the Town of Caledon. The Urban Area 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 Urban Area 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, condominium and 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 focuses the prominence of the site with building entries at the Harvest Moon/Emil Kolb Parking intersection, 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 Lands are 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 Lands “Local Commercial.” Section 7.4.6 of the West Bolton Secondary Plan sets out the policies with respect to the “Local Commercial” land use designation, which does not permit residential uses. As such, an Official Plan Amendment is being submitted to permit high density residential uses and a maximum building height of 8-storey at the northwest corner of the intersection of Harvest Moon Drive and Coleraine Drive.

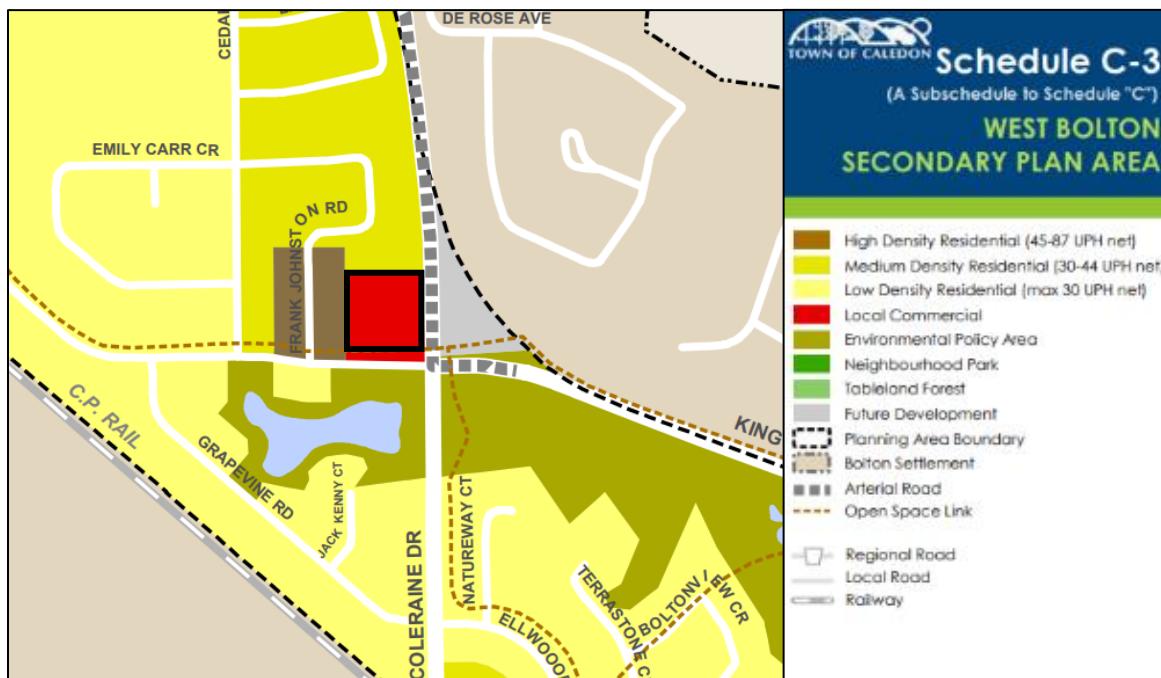


Figure 8: Schedule C-3 – West Bolton Secondary Plan Area, Town of Caledon Official Plan (Subject Lands)

The Official Plan Amendment Application seeks to allow for high density residential uses and a maximum building height of 8-storeys in the “Local Commercial” designation. The development contemplates two (2) stacked back-to-back townhouse blocks, which are three (3) storeys in height with individual roof top terraces and one (8) storey residential condominium building consisting a total of 124 residential units. The proposed development provides a total proposed density of 149.4 UPH. The amendment to the “Local Commercial” designation to permit high density residential uses in the proposed 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 sizes including accessible units, in addition to including character components such as extensive landscaping around the perimeter and internally to the site focusing the entrance of the community with the entry to the condominium building at the intersection of Harvest Moon and Emil Kolb Parkway, along with building design.

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 Lands. 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 landscaped areas within the development proposal.

Section 7.4.13 of the West Bolton Secondary Plan is relevant to transportation policies. As previously mentioned, the Subject Lands are 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 including GO Transit Bus Route 38 and Brampton Transit Route 41, in proximity to the Subject Lands and the future Caledon GO Train Station located just north of the Subject Lands.

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 Scheaffers Consulting Engineers is outlined in Section 7.0 of this Report.

Summary

The Future 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 Urban Area, which is planned to accommodate growth within the Town of Caledon.
- The proposed development will support the future population growth within the Bolton Urban Area 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 condominium and stacked back-to-back townhouse 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 Urban Area.
- 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 condominium and stacked back-to-back townhouses and the adjacent residential uses west and north of the Subject Lands.

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

8.3.3 BOLTON SECONDARY PLAN AREA

The Future Caledon Official Plan was adopted by Council on March 26, 2024, and was approved by the Province on October 22, 2025. This Official Plan provides general policy direction and planning framework to guide and manage growth within the Town of Caledon to 2051.

As part of Phase 2 of the Official Plan Review process, the Town of Caledon completed a secondary plan exercise for the Bolton Area. A final Recommendation Report – Proposed Official Plan Amendment – Bolton Secondary Plan was brought to Council on November 11, 2025 and deferred to the November 25, 2025 Town Council meeting in order to further review the recommended

Bolton Secondary Plan and the Motion brought forward by Staff to address comments from TRCA and landowners. The Bolton Secondary Plan was approved by Council on November 25, 2025 and the last day to file an appeal is December 18, 2025.

Section 33 of the Future Caledon Official Plan sets out the objectives and policies with respect to the lands identified per Schedule B4 – Land Use Designations, within the Bolton Secondary Plan Area. Section 33.1.4, which states the objectives of the Bolton Secondary Plan Area, are as follows:

- a) *Ensure intensification occurs in an appropriate manner achieving a compact and efficient urban form to optimize the use of existing infrastructure and services.*
- b) *Revitalize and/or enhance developed areas, increase the availability and diversity of housing and business opportunities and create mixed-use, transit-supportive, pedestrian-friendly urban environments.*
- c) *Ensure a strong sense of place is achieved through a mix of uses, parks and urban squares, streetscapes, interface between mixed use development and rights of way with a cohesive look and feel.*
- d) *Reduce dependence on personal vehicles and prioritize active transportation modes of travel by improving transit services, reducing parking requirements where appropriate and redeveloping a network that encourages walking and cycling to improve overall health for the residents and community.*
- e) *Encourage a high-quality built form and consistent level of urban design for the public and private realms through walkable streets, parks and open spaces, pedestrian-scale buildings, landscape and urban design elements and other public amenities where appropriate.*
- f) *Support a sustainable community with a diverse mix of land uses in a compact built form to accommodate people of all ages, abilities, and incomes with an appropriate mix of housing and services.*
- g) *Protect and integrate a connected natural heritage system including natural hazards into the design of the community to create local destinations and opportunities for compatible passive and active uses.*
- h) *Incorporate low carbon energy technologies for buildings, supportive infrastructure for electric vehicles, sustainable and climate change resiliency plans, infrastructure, technologies, design approaches and green infrastructure to mitigate flood risk and the urban heat island effect to achieve the objectives of the Town's Resilient Caledon Climate Action Plan.*
- i) *Achieve near net-zero greenhouse gas emissions within the community by 2050.*
- j) *Provide appropriate buffers or land use separation to ensure compatibility between employment areas and redevelopment adjacent to these lands.*
- k) *Reinforce the Highway 50 Queen Street Corridor as a major retail centre and encourage the development of additional retail and commercial uses that will serve the shopping needs of existing and new residents.*

- I) *Transition to a compact walkable built form as part of mixed-use developments m)
Enhance employment lands and help create development that supports a range of jobs.*

The above noted objectives formulate a concise planning framework to guide future development within the Secondary Plan area. The proposed development introduces a residential 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 development introduces a new form of housing type, condominium and 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 focuses the prominence of the site with building entries at the Harvest Moon/Emil Kolb Parking intersection, 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.

The Bolton Secondary Plan designates the Subject Lands “Neighbourhood Area” in accordance with Schedule H33a – Bolton Community Structure & Land Use.

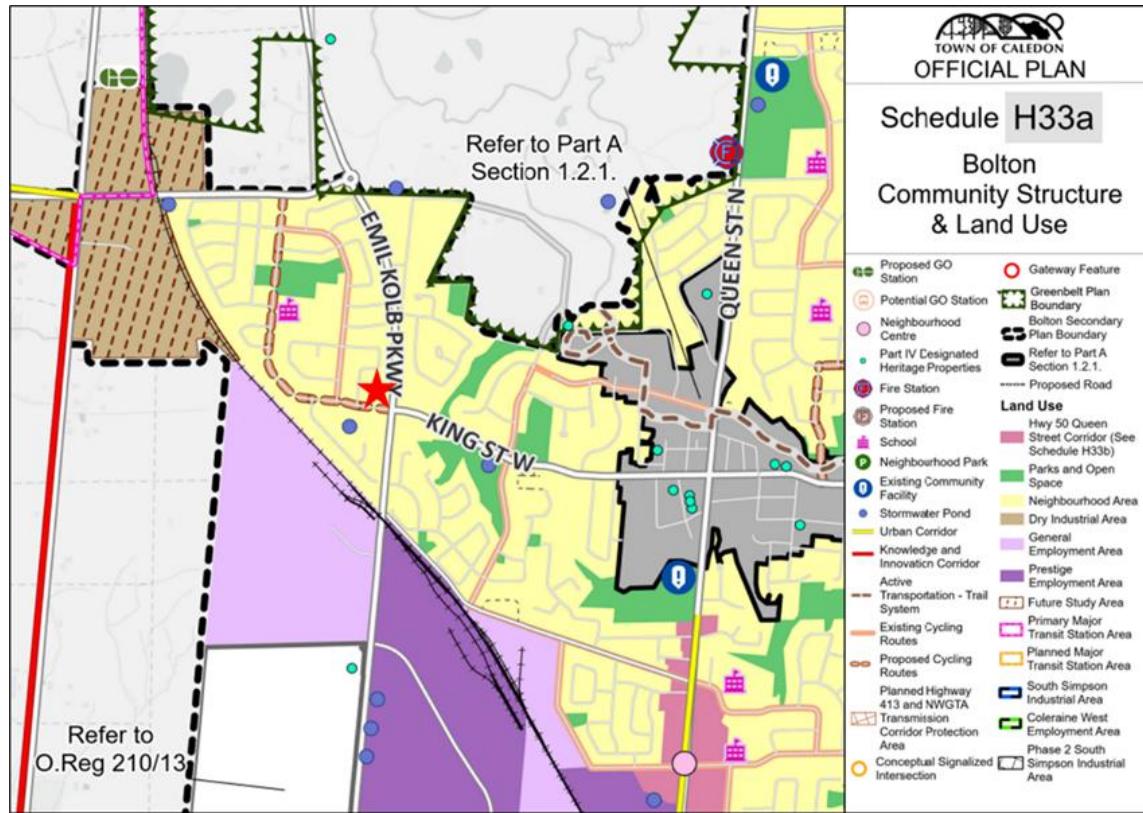


Figure 9: Schedule H33a: Bolton Community Structure & Land Use, Bolton Secondary Plan (* Subject Lands)

Section 33.3 of the proposed Bolton Secondary Plan includes policies applicable to the “Neighbourhood Area” designation. Section 33.3.2 provides the following site-specific exception policy applicable to the Subject Lands:

iii) Notwithstanding the policies of Section 22.7 of the Future Caledon Official Plan, the lands located at the northwest corner of the intersection of Harvest Moon Drive and Coleraine Drive will be used for commercial uses and designed as a community focal point. Total commercial floor space will be restricted to a maximum of 1,300 m² (14,000 ft²) with a maximum floor space of 465 m² (5,000 ft²) for any one retail store.

- *The maximum building height will be no more than two (2) storeys.*
- *The maximum gross floor area permitted for any one retail store will not exceed 465m² (5,000 ft²).*

Section 22.7 of the Future Caledon Official Plan sets out the objectives and policies with respect to the “Neighbourhood Area” designation. The “Neighbourhood Area” designation are planned to accommodate a wide range of housing types and forms for all ages and incomes in a more compact built form than older established neighbourhoods in the Town.

Section 22.7.1, which states the objectives of the “Neighbourhood Area” designation, are as follows:

- a) *provide for new housing opportunities to meet the Town’s projected housing needs;*
- b) *provide for a range of housing types, tenure and affordability to promote accessible, affordable, adequate, and appropriate housing for all socio-economic groups;*
- c) *ensure new residential areas permit a mix of complimentary and compatible land uses, including compact built form and community facilities, small-scale commercial uses, service office uses and parks and open space areas to support the creation of complete and walkable communities; and,*
- d) *guide the development of neighbourhoods based on their context, location, age, maturity and the need to offer transportation options, aging in place opportunities, and greater affordability.*

The final implementing planning instruments will address the Bolton Secondary Plan document to permit high density residential uses and a maximum building height of 8-storeys at the northwest corner of the intersection of Harvest Moon Drive and Coleraine Drive. Further discussion with planning staff will be undertaken at the appropriate time.

8.4 TOWN OF CALEDON ZONING BY-LAW 2006-50

The Subject Lands are 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 Lands. 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 ‘RM - Multiple Residential’ Zone, to permit high-density residential uses and other site-specific modifications such as building setbacks and parking requirements.

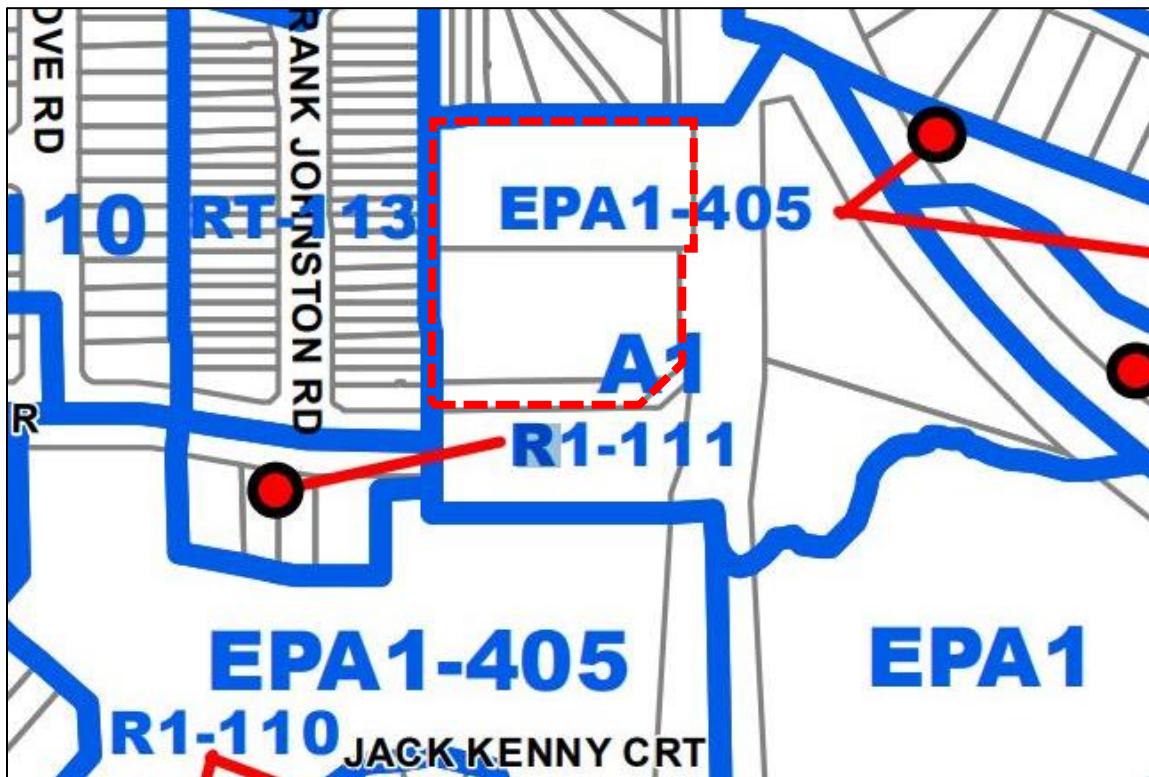


Figure 10: Schedule A – Zone Map 1b, Town of Caledon Zoning By-law 2006-50 (--- Subject Lands)

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

Zoning Matrix		
Zone Standard	Requirements Lot Zone RM	Provided
Lot Area (Min)	925m ²	8,363.7m ²
Lot Frontages	30m	52.55 m along Harvest Moon Drive 83.21 m along Emil Kolb Parkway
Building Area (Max)	20%	28%
Yards		
Front Yard (Min) Harvest Moon Drive	9m	0m – 5m
Exterior Side Yard (Min) Emil Kolb Parkway	9m	0m
Rear Yard (Min)	7.5m (Apartment Building)	6m (Townhouses)
Interior Side Yard (Min)	7.5m (Apartment Building)	3m (Townhouses)
Dwelling Unit Area (Min)	67m ²	46m²
Outdoor amenity area (Min)	N/A	

Building Height (Max)	12.2m (Apartment building of 7 or more units)	27.28m to roof surface, 28.88m to top of parapet, 31.3m to top of mechanical penthouse (Apartment building) 13.02m (Townhouses)
Landscape Area (Min)	45%	24%
Privacy Yard (Min)	1 per habitable room window any portion of which is less than 2.5m above finished grade	-
Privacy Yard Depth (Min)	5m	-
Play Facility (Min)	1 per lot with 10+ dwelling units	1
Play Facility Area (Min)	4%	346.2m or 4%
Play Facility Location	Rear or interior side yard	Surplus land east of the site
Driveway Setback (Min)	0.5m	1.73m
Density		
Maximum number of dwelling units per Townhouse	12	2 Blocks (12 & 10)
Parking		
Parking space size	6m x 2.75m (Surface parking)	6m x 2.75m (Surface parking)
Parking ratio	<u>Dwelling, Apartment</u> 1.5 parking spaces per dwelling unit + 0.25 parking spaces per unit for visitor parking.	1 Parking spaces/unit + 0.17 parking spaces/unit for visitors
	<u>Dwelling, Back-to-Back Townhouse</u> 2 parking spaces per dwelling unit + 0.25 visitor parking spaces for each dwelling unit.	2 Parking spaces/unit + 0.17 parking spaces/units for visitors
Parking Space Setback (Min) From any street line	6m	3m (Townhouse) 5m (Apartment)
Barrier-free parking	6 Spaces $1 + (168 \times 3\%) = 1 + 5.04 = 6.04 = 6$	7 Spaces

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

9 LAND USE COMPATIBILITY

The Subject Lands are located on the northwest corner of Emil Kolb Parkway and Harvest Moon Drive, in the Town of Caledon. The Subject Lands represents an underutilized parcel of land, which is vacant on the property municipally known as 13656 Emil Kolb Parkway, and occupies a residential dwelling on the property municipally known as 13668 Emil Kolb Parkway. 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 Lands are 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 residential condominium building and 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 and the configuration have 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 Lands, and the predominately low to medium scale residential land uses in the surrounding area. All stacked back to back townhouses are located along the northerly property line and the residential condominium building along Harvest Moon Drive and intersection of Emil Kolb Parkway.

The Townhouse component proposes a maximum height of 3 storeys with roof top terraces (13.25m), and the residential condominium building proposes a maximum height of eight (8) storeys (27.28m to the roof surface, 28.88m to the highest parapet and 31.3 metres to the top of the mechanical penthouse). The existing surrounding residential dwellings are two (2) storeys in height. The proposed townhouse building height of 3 storeys is similar in building height with the immediate surrounding residential community and the location of the condominium building along with its orientation and design minimize shadowing and overlook respecting surrounding residential properties.

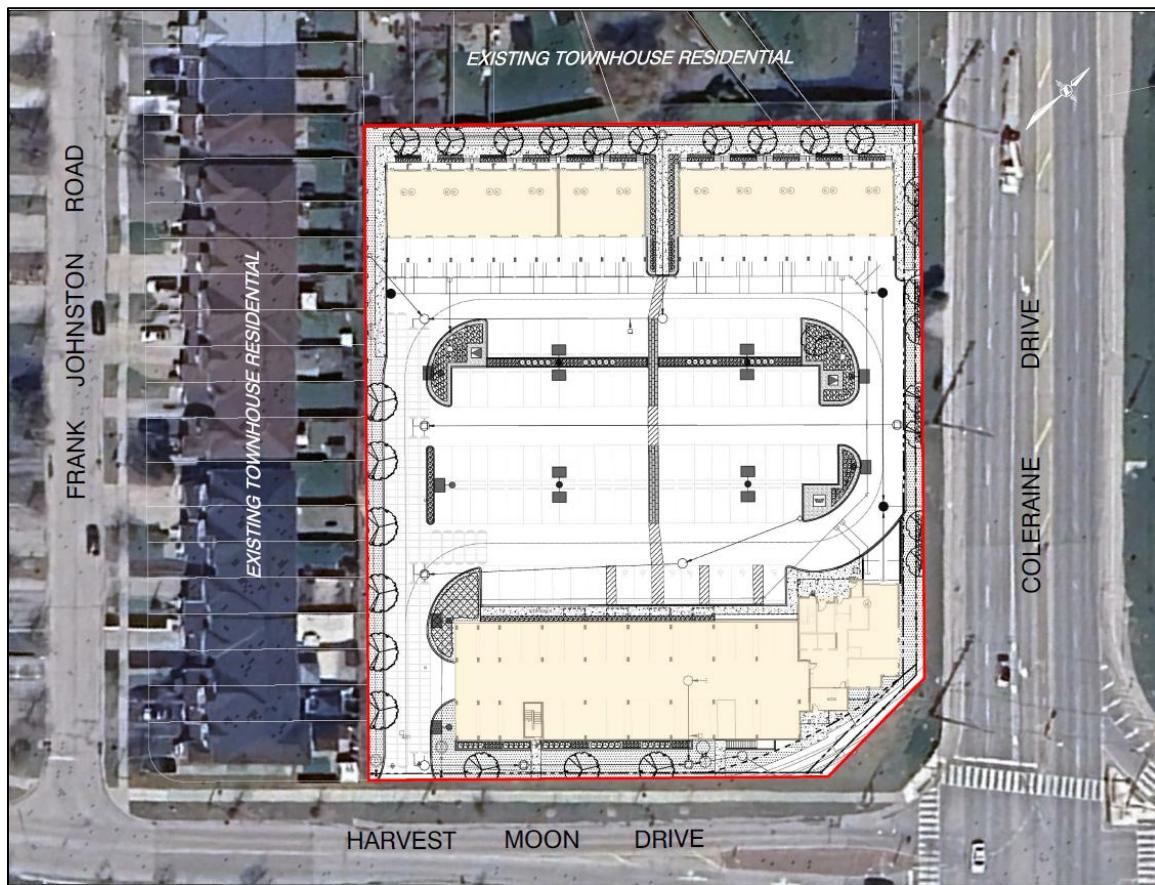


Figure 11: Aerial Map with Landscape Plan Overlay (— Subject Lands)

The proposed development provides for an appropriate transition to existing uses on surrounding residential lands to the north and west. The minimum setback to the westerly lot line which interfaces the rear yards of the existing townhouse dwellings that front onto Frank Johnston Road is 3 metres. Further, a setback of 6.0 metres to the northern lot line and existing dwellings which front onto Frank Johnston Road is proposed. The façade of the proposed buildings that face the existing townhouse dwellings on Frank Johnston Road, to the west, have been designed to limit windows on the floors above the 2nd storey to bedrooms, and does not propose balconies in order to address privacy and overlook. A 3m-3.32m wide landscape strip is provided along the westerly property line and a surface parking area is located in the centre of the site. Building area facing the westerly property line is limited to 15m in width. With respect to the northerly property line, the design includes inset balconies and individual rooftop terraces to address potential issues of privacy and overlook to the north. A review of the building height indicates that the additional height of the proposed townhouses at 12.2m is a minimized rooftop line resulting in no overlook or loss of privacy. 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.



Figure 12: Building 2 Elevation (north)

The 8 storey residential condominium building is located along Harvest Moon Drive and the intersection at Emil Kolb Parkway. The narrowest side of the building is 16.99 m wide and is situated 13.73m away from the property line of the existing 2 storey townhouses to the west on Frank Johnston Road. No balconies or terraces exist on the westerly façade of the proposed building. An angular plane study was prepared from the westerly property line which demonstrates that only a small portion of the southerly half of the proposed residential condominium building encroaches. The area that does encroach is limited to the upper portion of the 8th storey thereby minimizing potential overlook and privacy issues to the greatest extent possible.

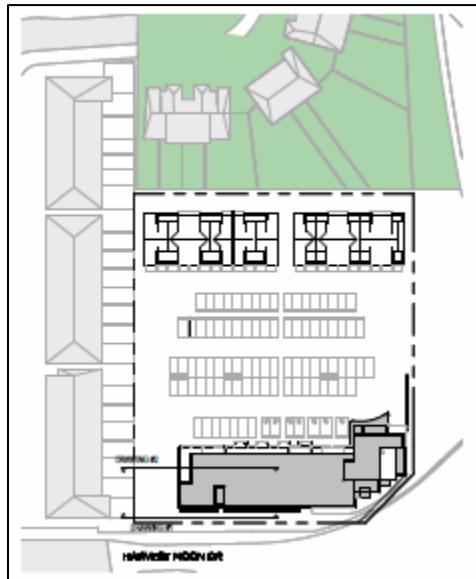


Figure 13: Angular Plane Key Plan

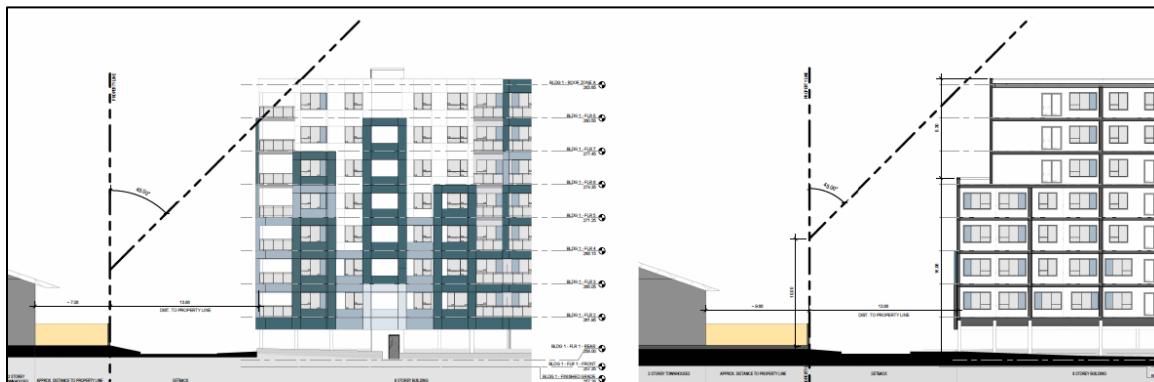


Figure 14: Angular Plane (High Rise Building)

A Shadow Impact Analysis was conducted by Q4 Architects Inc. in accordance with the Town of Caledon Terms of Reference. The study was completed for the spring and fall season. The Shadow Study indicates that for the spring season all public sidewalks and public realm features will receive at least 5 hours of continuous sunlight per day. The study illustrates that no more than 50% of the adjacent sites have shadow impacts from the proposed development. The Shadow Study further states that for the fall season all public sidewalks and public realm features will receive at least 5 hours of continuous sunlight per day. The study illustrates that the shadows of the proposed development have no significant impact on the adjacent low-rise residential communities and concludes that the proposed new residential development will not have any significant impact on the surrounding context. None of the adjacent properties, open spaces, sidewalks and other public realm features are impacted by shadow casting.

Further to such, entrance, moving, loading and garbage service areas are all located along the easterly/ Emil Kolb Parkway side of the building, which is out of site and view from the rear yards of the existing residential uses. 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.

A total of 168 parking spaces are provided within the development, 31 spaces are located indoors/covered. The remaining 137 spaces are located central to the site well distanced from the existing residential properties and public roads, which reduces any 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 Lands, 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 Lands 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 residential condominium and stacked back-to-back townhouses 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 Lands; 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 15: Building 1 Elevation (south)



Figure 16: Building 1 Elevation (east & west)



Figure 17: Building 2 Elevation (north)



Figure 18: Building 2 Elevation (south)

Further noted in Section 7.4.6 of the Secondary Plan, the Subject Lands are currently designated “Local Commercial”, 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 “Local Commercial” designation to permit high density residential uses and a maximum building height of 8-storeys. 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 Lands 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 Lands are 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 the Harvest Moon Drive street frontage 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 existing higher density residential uses immediately west of the Subject Lands. Parking for future residents and visitors are located interior to the site to minimize visibility from the street.

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 Lands are 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 Lands. The buildings contextually front onto the street with a driveway internalized to the development, making for an attractive edge and gateway to the existing community. Lighting for the proposed development is contemplated via light poles at both uncovered parking areas and bollards are proposed along the frontage of the townhouse blocks. 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 Landscape Planning Limited, has been designed to provide all season planting comprised of mix and deciduous and coniferous shrub species, tree planting and perennials. The planting regime will serve to highlight main building entrances, screen loading areas, provide shade in parking areas, provide buffer to adjacent lots, and compliment architectural details with accent foundation plantings. The planting plans are mindful of species selection to propose salt tolerant, drought tolerant and native plantings where appropriate. As well as ensure all proposed tree plantings will have access to either 30 Cum (per tree) or 20 Cu.m (per shared tree). Furnishings such as bike racks are proposed to be placed in visible locations in close proximity to building entrances.

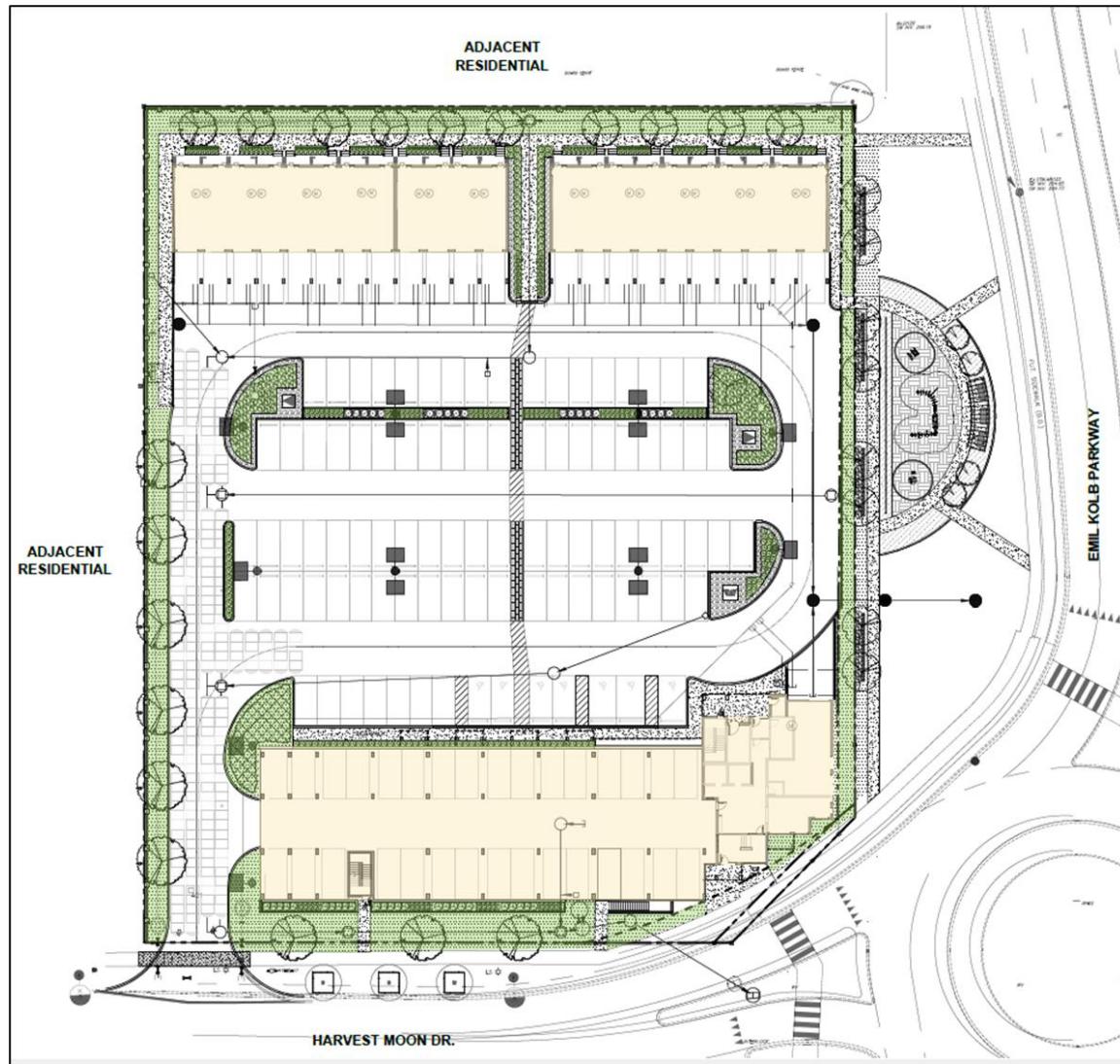


Figure 19: Landscape Plan (extract)

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 8.0 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, ranging in width of 1.2 -1.80 metres, to allow future residents and visitors to navigate the site safely. The development provides pathways from surface vehicle parking area to residential unit entrances, main building entrances and existing sidewalks to the established community.

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 2 bicycle parking racks at the main of the building along Harvest Moon Drive/Emil Kolb Parkway intersection. The bicycle parking spaces are highly visible and easily accessible to the future residents and visitors of the proposed development.

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 Landscape Planning Limited, 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, Little Leaf Linden, Honey Locusts, Red Maple and Serviceberries. Such trees are salt-tolerant and are contrasting in colour which can easily be recognized by residents, visitors and passersby. The Emerald 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 blow 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 is 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. A community mailbox to serve the townhouses is located away from the entry/exit point of the Harvest Moon Drive Street frontage. The location of the community mailbox is convenient for residents and is along an 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 Lands are 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 for the main entrances and enclosed 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 main street intersection and Harvest Moon edge 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.*
- c. Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible.*
- d. Recess the garage from the front of the building, away from the main entry and intersection.*
- e. 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 at 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 interior yard property limit, parking spaces proposed predominately 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 landscaping areas as the only pervious drainage area across the development proposal, with a total overall Site Capture of approximately 0.80mm, as indicated in the enclosed Functional Servicing Report and Stormwater Management Report by Schaeffers Consulting Engineers (SCE). As per Toronto and Region Conservation Authority (TRCA) stormwater management criteria a minimum on-site retention of 5mm is required. Low Impact Development (“LID”) measures are implemented within the proposed development to manage excess surface stormwater runoff. An infiltration gallery has been proposed in the northern area of the subject property to support TRCA water balance requirement, for a volume of approximately 27.8 m3. The Functional Servicing Report and Stormwater Management Report, prepared by Schaeffers Consulting Engineers (SCE) 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.*
- l. Encourage high quality exterior caulking and sealants for better air distribution.*
- m. The siting and design of buildings are encouraged to minimize the adverse impacts of wind, without compromising the overall quality of the streetscape.*
- n. 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 15 units in the residential condominium building. 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 and south sides of the development as well as in parking lot islands to provide cooling and shade protection in the summer months. Additionally, trees have been provided along the north walkway at 10m spacing to provide shade and heat island reduction of hardscaped areas. 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 while not finally determined may utilize sustainable materials such as brick, manufactured stone, and concrete. The development proposal considers architectural elements and landscaping features to mitigate urban heat island effects by providing white concrete walkways throughout the site.

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 designed 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 the orientation of the proposed 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 townhouse blocks. The proposed development accommodates balconies and terraces to all residential units for outdoor amenity space areas. It is anticipated that buildings will be complementary in terms of colour palette on site as well as with the surrounding area. The proposed development provides a total of 22 tandem car garage spaces. In addition, the development scenario incorporates an internal 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 Lands. It is clear that the presence of the proposed garages are minimized due to their orientation and size, as they are interior to the overall development. The driveway entrance to the proposed development is at an appropriate location and grade in line with Harvest Moon Drive.



Figure 20: Building 1 Elevation (south)



Figure 21: Building 1 Elevation (east & west)



Figure 22: Building 2 Elevation (north)



Figure 23: Building 2 Elevation (south)

8.1.7 Mid-Rise Buildings

- Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge.
- Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details.
- Clearly identify main entrances and orient them to face the street or significant corners.
- Incorporate vents and exhaust elements into the design of building façades so as not to be visually disturbing public view by setting them back from the building edge and incorporating parapet walls.
- Provide an adequate buffer zone between waste facilities and adjacent developments and public streets.
- Lighting for outdoor areas should be designed and located to provide safe outdoor space for users at night, and to facilitate crime prevention (CPTED).

- h. Lighting for outdoor areas, including signage lighting, should be located to minimize light spillage onto adjacent properties and the sky, and should be cast downward, where possible.*
- i. Articulate the base, middle and top of buildings to minimize their visual impact on the adjacent low-rise housing.*
- j. Where necessary, step the upper levels of taller buildings back, beyond the 4th floor, to ensure their appropriateness to the scale of surrounding buildings and to maintain a pedestrian scale at the street level. Refer to Section 8.1.1 for additional guidance regarding height transitions to lower-scale neighbourhoods.*
- k. The architectural style of each building should be applied consistently to all elevations. All details should reflect the architectural style selected for the building. The detailing of each building should remain consistent on all elevations, in terms of exterior building materials, window treatment and architectural vernacular. The level of detail may be simplified in areas of reduced public view.*
- l. Incorporate balconies into the overall design and massing of the building*
- m. Avoid or limit surface parking areas between buildings and the street, where possible, and screen from public view if permitted.*
- n. Provide access to underground parking garages from side streets, using ground-related signage for wayfinding.*
- o. Locate garages away from the public view, screening them where possible.*
- p. Incorporate waste and loading services into the design of the building, where possible, and screen them from adjacent residential or public lands through the strategic placement of buildings, and/or incorporation of architectural screens and year-round landscaping; open, exterior, separate garbage enclosures are not permitted.*
- q. Integrate ground-related signage into the site plan, entry features, architecture and landscape design.*
- r. Accessible parking spaces must be provided according to AODA standards, on the ground floor and/or on the first level of an underground parking garage.*
- s. Locate pedestrian entrances to underground garages in areas with high visibility such as near main building entrances and along public streets.*
- t. Parking shall meet but not exceed zoning bylaw requirements.*
- u. Provide clear and unobstructed pedestrian routes using pavement markings and signage to ensure intuitive wayfinding for all users of the site (including pedestrians, cyclists and drivers).*
- v. Where feasible, underground parking garages are preferred, allowing for landscaped and enhanced open spaces and amenity areas in place of surface parking areas. Where this is not possible, provide surface parking at the rear of buildings, screened from public view*
- w. On-street parking is encouraged, where possible, to support mid-rise developments.*
- x. Enhanced landscaping and detailed fencing should be provided to soften the views to parking areas.*

- y. Shade trees are encouraged on parking islands, and should be planted along street edges, where feasible.
- z. Provide secure bicycle parking and storage near entrances with protection from the elements.
 - aa. Provide consolidated driveways and parking garage entrance from the side street or from the rear of buildings A shadow study may be required, depending on the building height, location and orientation relative to adjacent uses.
 - ab. Provide outdoor drop off and waiting areas, with weather protection.
 - ac. Integrate signage and wayfinding into the design of the structure.
 - ad. Provide a clear hierarchy of circulation routes for pedestrians and vehicles.
 - ae. Incorporate car-sharing and electrical vehicle (EV) parking spots, where possible.
 - af. Integrate LID measures and planting in surface parking lots to manage stormwater.

The residential condominium building has been oriented on the site such that it is focused towards the corner of the site and provides a clear definition of entry to the building. Access to covered parking is out of view from public roads and service areas are located away from residential areas and screened from view. The architect style is consistent on all elevations and inset balconies are provided in appropriate locations. In architectural terms the building is too short to be articulating base, middle and top. Nevertheless, there are several ways in which the building has been articulated, and it is not only in horizontal layering. Horizontally, the project shows two layers on the street side: ground floor on stilts and a seven-storey plane with a regular façade, configured as a grid like pattern. The corner intersects the horizontal tiering with a strong vertical element that turns the intersection of the two roads and engages the curvilinear limit between building and public realm. There is more horizontal layering in the rear, where the project faces small scale residential, and townhouses and the play of projecting balconies and top floor recesses break down the courtyard scale more appropriately. Stepping of the building is not necessary given the location of the site and building with such a wide intersection and distances to future buildings. The “guideline” regarding stepping is in lockstep with the “base, middle and top” language, that is more appropriate for an urban enclave (main street) where sun angles, pedestrian scale and urban compression is important. Parking areas are well screened from street view with enhanced landscaping.

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 have been incorporated where feasible 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 interior to the site to minimize “unsightly” views. The enclosed Landscape Plan implements a clustering of both deciduous and coniferous shrubs, known 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. 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. The development proposal will contribute to the expansion of 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 Future 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 Lands 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*.