

TOWN OF CALEDON
PLANNING
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R E P O R T

14 STATION ROAD
TOWN OF CALEDON

FEBRUARY 2024
FILE #6716-2

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1. INTRODUCTION

1.1 PURPOSE OF THE REPORT

Weston Consulting is the planning consultant for King Station GP Inc. and King Station Facility Inc., the owner of the lands legally known as:

BLOCK 3, PLAN 43M2065 SUBJECT TO AN EASEMENT AS IN PR3309007 SUBJECT TO AN EASEMENT AS IN PR3315165 SUBJECT TO AN EASEMENT AS IN PR3315427 SUBJECT TO AN EASEMENT OVER PART 1 ON PLAN 43R38781 IN FAVOUR OF BLOCK 1, PLAN 43M2065 AS IN PR3563683 TOWN OF CALEDON in the Town of Caledon (the “Subject Lands”).

This report has been prepared in support of Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications (the “Applications”) to facilitate the development of a surface parking lot that will provide additional parking for residents, employees, and visitors of the existing Retirement Residence located immediately north of the Subject Lands.

This report provides a professional land use planning opinion in support of the Applications as they relate to applicable policies set out in the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Town of Caledon Official Plan, the Future Caledon Official Plan (2024 Draft), and Town of Caledon Zoning By-law 2006-50.

The applications and supporting materials are submitted in accordance with communication received from Planning Staff at the Town of Caledon and constitute a complete application pursuant to Section 22(4) and Section 34 (10) of the *Planning Act*.

2. SITE DESCRIPTION AND AREA CONTEXT

2.1 DESCRIPTION OF THE SUBJECT LANDS

The Subject Lands are located on the southeast corner of King Street West and Station Road and form part of a larger block comprised of the Sorrento Retirement Residence and Amalfi Ridge townhouse development. The Retirement Residence abuts the Subject Lands to the north and was constructed in 2020. The townhouse development is currently under construction and abuts the Subject Lands to the east (Figure 1). The proposed development is located on the western portion of the Subject Lands along Station Rd.

The Subject Lands are approximately 0.973 hectares (2.4 acres) in size and have approximately 61.47 metres of frontage along Station Road. The Subject Lands are currently vacant and sparsely covered with natural vegetation.

The Town of Caledon Official Plan designates the Subject Lands The Town of Caledon Official Plan identifies the Subject Lands within a *Rural Service Centre* according to Schedule A1 (Town Structure) and designates them as *Environmental Policy Area* according to Schedule C (Bolton Land Use Plan). The Town of Caledon Zoning By-law 2006-50 zones the Subject Lands *Environmental Policy Area 1 (EPA 1-573)*.

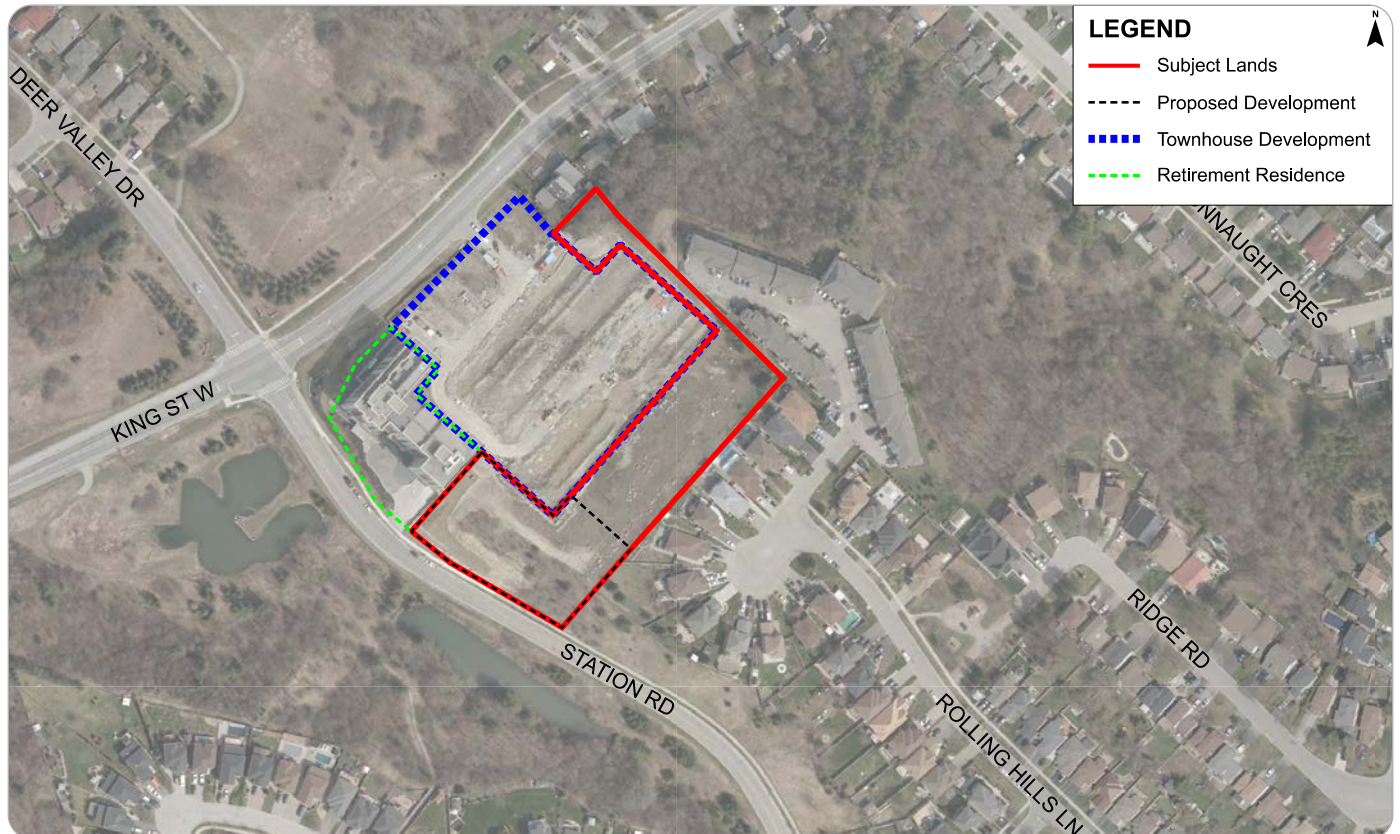


Figure 1: Aerial Photograph of the Subject Lands

2.2 NEIGHBOURHOOD CONTEXT

The Subject Lands are surrounded by open space and residential uses. Specific land uses in the vicinity of the Subject Lands are as follows:

North: Immediately north of the Subject Lands is the Sorrento Retirement Residence, located on the south side of King Street West. North of King Street West are multiple public parks including Foundry Park, Dicks Dam Park, and Edelweiss Park. A low-rise residential neighbourhood comprised of one- and two-storey single detached dwellings is located further north.

East: Immediately east of the Subject Lands is the Amalfi Ridge townhouse development that is under construction. Further east is a low-rise residential neighbourhood comprised of one- and two-storey single detached dwellings, the Ted Houston Memorial Park, and the Albion Bolton Community Centre. A variety of commercial, retail and institutional uses are located further east.

South: South of the Subject Lands is a residential subdivision comprised of one- and two-storey single detached dwellings. Employment uses are located south of the residential subdivision and include a Mars Canada Distribution Centre and the Canadian Tire Bolton Distribution Centre.

West: Immediately west of the Subject Lands, on the opposite side of Station Road, is Jaffary's Creek Pond. A residential neighbourhood is located west of Jaffary's Creek and Employment uses are located further west.

2.3 TRANSPORTATION

The Subject Lands are located along Station Road and south of King Street West. According to the Town of Caledon Official Plan Schedule J (Long Range Road Network) (Figure 2), King Street West is classified as a *Medium Capacity Arterial Road*. Station Road is classified as a *Local Road* according to Schedule K (Road Right-of-Way Widths) (Figure 3) and the section of King Street West located directly north of the Subject Lands has a planned right-of-way width of 30 metres.

Highway 427 is located approximately 11 kilometres southeast of the Subject Lands and is accessible from Highway 50, which is located approximately 1.0 kilometre north of the Subject Lands. Highway 427 provides connections to the 400 series Highways such as Highway 407 ETR, Highway 403, and Highway 401. The Subject Lands are also located 200 metres from the Town of Caledon Bolton Transit Line bus stop 2W, located at the intersection of King Street West and Deer Valley Drive. The Bolton Transit Line provides service during peak commute hours from Monday to Friday and connects to GO Transit Bus Route 38 which provides connections to Malton GO Station.



Figure 2: Town of Caledon Official Plan Schedule J – Long Range Road Network

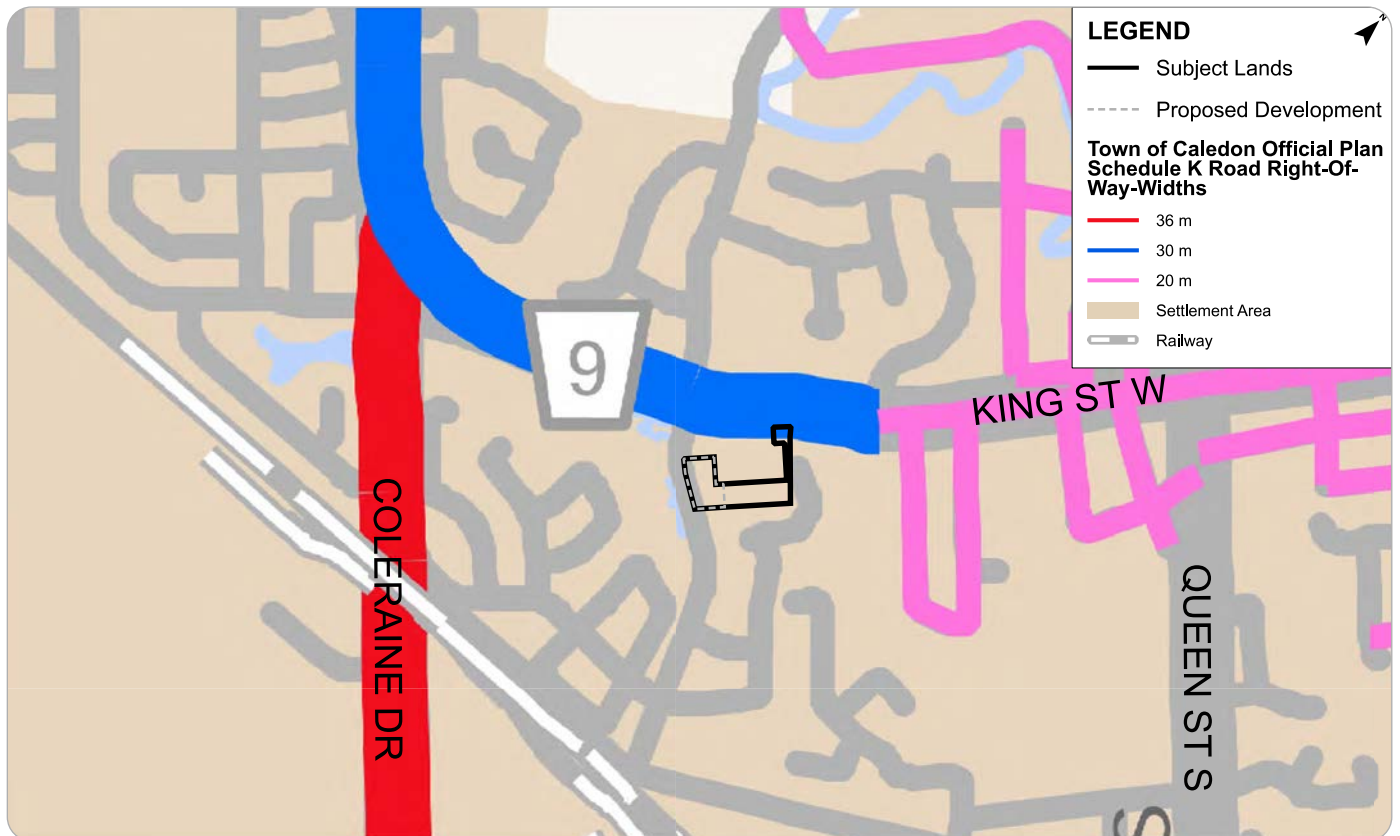


Figure 3: Town of Caledon Official Plan Schedule K – Right-of-Way Widths

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3. EXISTING DEVELOPMENT AND PREVIOUS APPLICATIONS

3.1 DESCRIPTION OF EXISTING DEVELOPMENT AND PREVIOUS APPLICATIONS

The Subject Lands are located within a larger development block that was previously subject to a site specific Official Plan Amendment and Zoning By-law Amendment. On June 1, 2016, the Ontario Municipal Board (OMB), now the Ontario Land Tribunal (OLT), approved site specific OPA No. 246 and site specific ZBA 08-14 associated with OMB Order PL090390 to permit the development of a seven-storey Retirement Residence and 60 Townhouse units. The OPA redesignated the Block to *High Density Residential* and the ZBA implemented site-specific policies related to density, building height, setbacks, and parking to permit the Retirement Residence and Townhouse development. The OMB decisions also resulted in a portion of the block being redesignated *Environmental Protection Area (EPA)*. The EPA portion of the block is considered the Subject Lands for the purpose of this report and the enclosed OPA and ZBA.

The Sorrento Retirement Residence was constructed in 2020 and is a seven-storey building comprised of 140 units. Access and egress to the Retirement Residence is provided by a driveway off Station Road, approximately 85 metres south of King Street West. Parking is provided on two levels of below-grade parking at a rate of 0.5 spaces per unit for a total of 80 parking spaces. The Townhouse development is currently under construction and is comprised of 60 units configured within nine Townhouse blocks. Access and egress to the Townhouse complex is provided by a driveway off King Street West located approximately 120 metres east of the intersection of Deer Valley Drive and Station Road.

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4. PROPOSED DEVELOPMENT

4.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development contemplates a surface parking lot comprised of 96 parking spaces, including two barrier-free spaces that will provide additional parking for residents, visitors, and employees of the existing Retirement Residence to the north (Figure 4). The Retirement Residence has identified a need for additional parking spaces to support the operations of the facility. The proposed parking lot has been designed to integrate with the Retirement Residence and the naturalized EPA area. A landscape area with seating is located along the northern edge of the parking lot, which will provide additional outdoor amenity space for the Retirement Residence.

Pedestrian access to the Retirement Residence is gained by stairs located on the west side of this landscape area and a potential access directly to the Retirement Residence is located on the east side of the landscape area. The outdoor seating area also provides for adequate transition between uses to ensure the parking lot provides a high degree of urban design. Additional landscaping is provided in the form of trees, shrubs, and grass and will cover approximately 30% of the parking lot. Vehicular access and egress to the parking lot is gained from Station Road. The proposed development does not contemplate changes to the existing retaining walls that have been constructed as part of the Retirement Residence and Townhouse development.

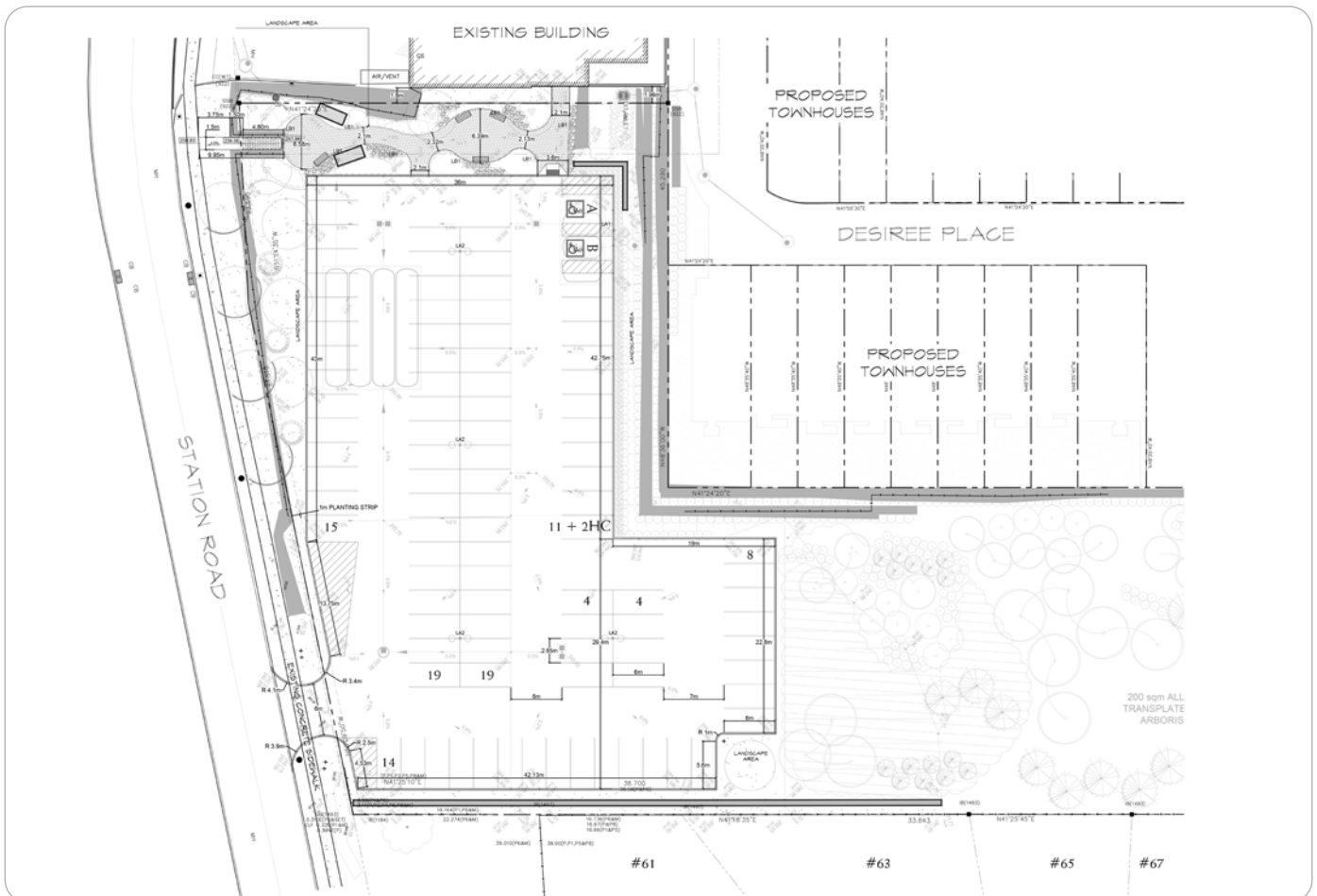


Figure 4: Site Plan prepared by Budrevics

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5. PROPOSED PLANNING APPLICATIONS

5.1 OFFICIAL PLAN AMENDMENT

The following section outlines the nature and extent of the proposed Official Plan Amendment and Zoning By-law Amendment proposed for the Subject Lands.

The Subject Lands are currently designated *Environmental Policy Area (EPA)* according to OMB Order PL090390 and Schedule C (Land Use Plan) of the Town of Caledon Official Plan which permits forest management, non-intensive recreation, and essential infrastructure uses. The Retirement Residence to the north of the Subject Lands is designated *High Density Residential*.

As the proposed surface parking lot will provide additional parking for residents, employees, and visitors of the existing Retirement Residence, it is logical to extend the Official Plan designation of the Retirement Residence to include the proposed parking lot.

The purpose of the OPA is to amend Section 5.10.4.5.2.7 of the Caledon Official Plan to permit a surface parking lot. Schedule C (Bolton Land Use Plan) will also be amended to redesignate a portion of the Subject Lands *High Density Residential*.

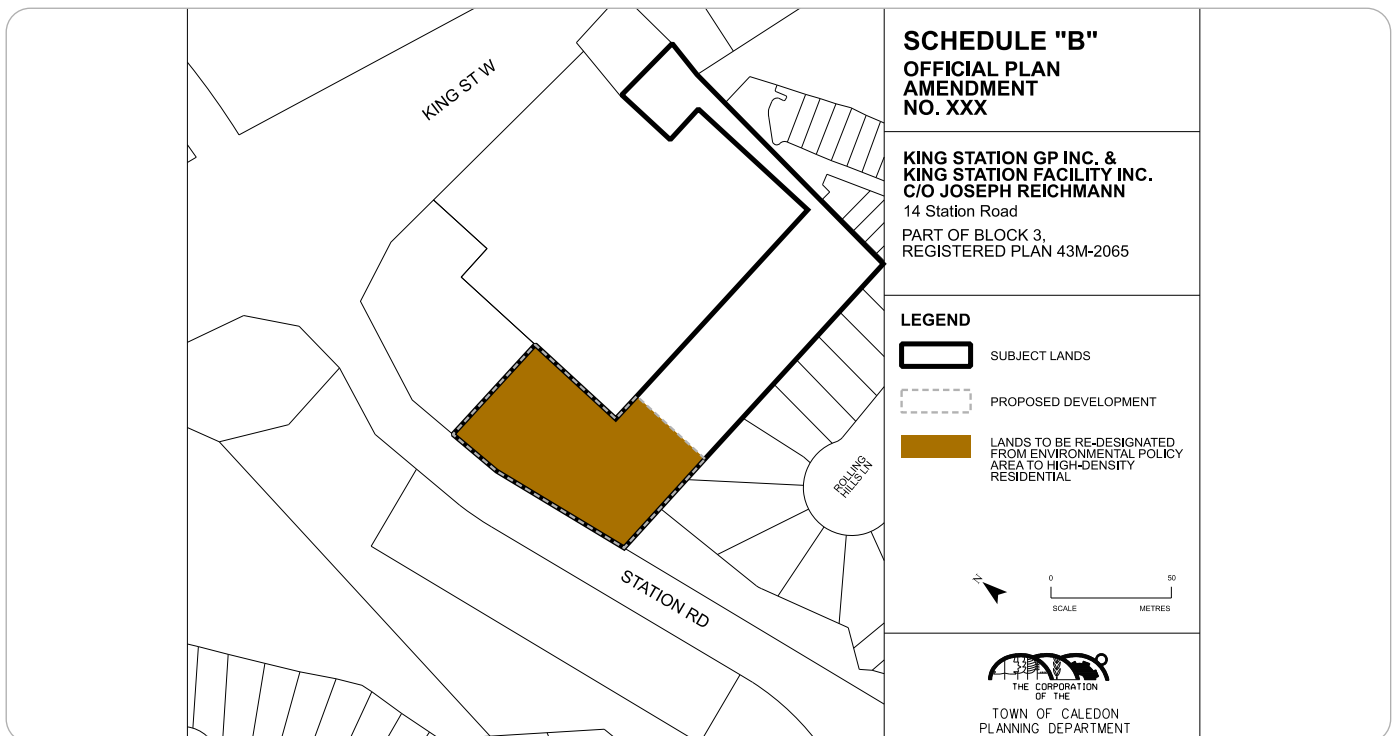


Figure 5: Draft OPA Schedule B

5.2 ZONING BY-LAW AMENDMENT

The Subject Lands are zoned *Environmental Policy Area 1 (EPA 1-573)* according to site specific Zoning By-law Amendment RZ 08-14 and OMB Order PL090390, which permits environmental management, farms, forest management, non-intensive recreation uses. The Retirement Residence to the north of the Subject Lands is zoned *Institutional (I-571)*.

The enclosed Zoning By-law Amendment seeks to extend the *Institutional (I-571)* zone currently in place for the Retirement Residence to include the Subject Lands and add "parking lot" as a permitted use. The proposed parking lot meets all performance standards included in the *Institutional (I-571)* zone related to setbacks, lot coverage, and landscape requirements.

As the proposed surface parking lot will provide additional parking for resident, employees, and visitors of the existing Retirement Residence, it is logical to extend the zoning of the Retirement Residence to include the proposed parking lot.

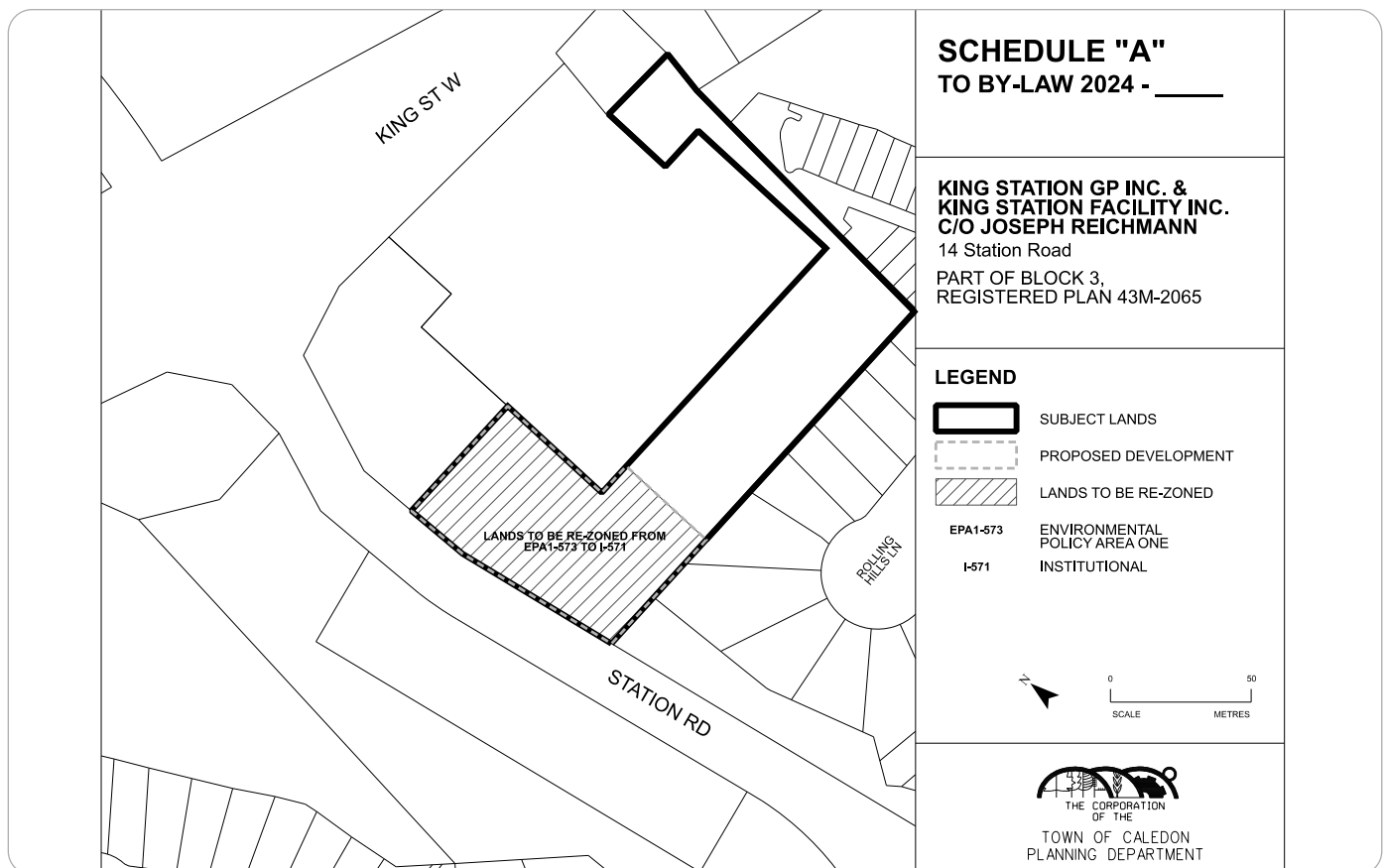


Figure 6: Draft ZBA Schedule A

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6. PUBLIC CONSULTATION STRATEGY

A public consultation strategy, consistent with the Planning Act requirements, is proposed to include the following:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the Subject Lands by the municipality detailing the nature of the applications and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the Subject Lands by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the Subject Lands.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the Town.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

It is our understanding that the above public consultation strategy is consistent with the requirements under the *Planning Act*.

7. SUPPORTING MATERIALS

7.1 TRANSPORTATION IMPACT STUDY

NexTrans Consulting Engineers was retained to prepare a Transportation Impact Study (TIS) in support of the proposed development. The Report determines the following:

- Vehicular access to the site is proposed through one (1) full movement driveway fronting Station Road.
- The proposed development is estimated to generate a maximum of 96 new two-way automobile trips (33 inbound and 63 outbound) during the AM peak hour and 96 two-way vehicle trips (54 inbound and 42 outbound) during the PM peak hour.
- Based on the maximum estimated site generated traffic volumes, there is expected to be minimal impact to the intersection of King Street West and Station Road.
- The parking rate for the retirement and the parking lot will be consistent with the Zoning By-law on an individual and combined basis and therefore, the proposed parking lot is more than adequate to accommodate the parking demands of the site.
- The proposed site access and internal layout adhere to the design guidelines of the TAC Manual and the Town standards.
- The proposed site access location provides adequate sight distances for stopping and departure.

For further information please see the enclosed Transportation Impact Study.

7.2 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

GM BluePlan Engineering was retained to prepare a Stormwater Management Design Report in support of the proposed development. The Report determines the following:

- The post-development flow rates for the 2 through 100-year design storm events have been attenuated to less than or equal to the allowable release rates.
- Retention of the first 5mm of runoff generated by the site has been provided by the proposed stormwater management facilities.
- Enhanced quality control (80% TSS removal) for the site is provided via the CB shields and the proposed stormwater management facilities.
- Prior to construction, a silt fence will be installed along the property boundary in all locations where runoff will discharge from the site to adjacent lands. A mud mat will be installed at the entrance/exit location for the site. Silt sacks will be placed in each catchbasin, as outlined in the Erosion and Sediment Control Plan. This will minimize the transport of sediment off-site during the construction period.

For further information, please see the enclosed Stormwater Management Report.

7.3 GEOTECHNICAL REPORT

WSP was retained to prepare a Geotechnical Investigation in support of the proposed development. The Investigation determines the following:

- The field work for this investigation was carried out by WSP on December 4 and 5, 2023, during which time four (4) boreholes (BH23-1 to BH23-4) were advanced to depths ranging approximately from 6.7 m to 9.6 m below ground surface (mbgs).
 - Water level observations were made during drilling in the open boreholes and upon completion of drilling operation. A 50-mm diameter monitoring well was installed in each of Boreholes BH23-1, BH23-3 and BH23-4 to permit further monitoring of the groundwater levels.
 - Underlying the existing surficial topsoil, fill materials were encountered in all boreholes and extended to depth of about 0.7 mbgs. The native soil encountered at the site mainly consisted of glacial tills with both sandy and clayey texture, as well as locally cohesive soils.
 - Surficial topsoil was encountered in all boreholes, with thicknesses ranging approximately from 100 mm to 135 mm.
 - Fill materials, consisting of silty clay, were encountered in all boreholes except and extended to the depth of about 0.7 mbgs. SPT 'N' values measured within the cohesive fill ranged from 3 to 11 blows per 0.3 m penetration, indicating a soft to stiff consistency. Water contents measured in samples of fill materials ranged from 20% to 27%.
 - Silty clay till to clayey silt till deposits were encountered in all boreholes except BH23-3, which extended to the depth of about 7.1 mbgs in BH23-4 and to the termination depth of about 6.7 mbgs in boreholes BH23-1 and BH23-2.
- SPT 'N' values measured within the silty clay till to clayey silt till ranged from 17 blows to 42 blows per 0.3 m penetration, indicating a very stiff to hard consistency. Water contents measured in samples of silty clay till to clayey silt till ranged from 13% to 18%.
- Sandy silt till was encountered in boreholes BH23-2 and BH23-3, which extended to the depths ranging approximately from 4.0 mbgs to 7.1 mbgs. SPT 'N' values measured within the sandy silt till deposits ranged from 25 blows to 38 blows per 0.3 m penetration, indicating a compact to dense state of compactness. Water contents measured in samples of the sandy silt till ranged from 11% to 16%.
 - Silty clay to clayey silt deposits were encountered in all boreholes except BH23-2, which extended to the depth of about 4.0 mbgs in BH23-1 and to the termination depth of about 9.6 mbgs in boreholes BH23-3 and BH23-4. SPT 'N' values measured within the silty clay to clayey silt ranged from 9 blows to 27 blows per 0.3 m penetration, indicating a stiff to very stiff consistency. Water contents measured in samples of silty clay to clayey silt ranged from 13% to 18%.
 - All boreholes were dry upon completion of drilling. Boreholes BH23-1, BH23-3 and BH23-4 were instrumented with a 50-mm diameter monitoring well to permit further monitoring the groundwater levels.
 - Considering the proposed development with respect to subsurface soil and groundwater conditions at the Site, it is anticipated that minor grade adjustments may be required by using cut / fill methods or imported engineered fill materials.

Please see the enclosed Geotechnical Investigation for further information.

7.4 ENVIRONMENTAL IMPACT STUDY

GEI Consultants was retained to prepare a Scoped Environmental Impact Study (EIS) in support of the proposed development. According to the Study, there will be a removal of 0.11 ha of cultural savannah and 0.36 ha of Mineral cultural meadow, however that impact to the vegetation communities is considered low, given that the site has been previously disturbed through earthworks. The Subject Lands are also located near a woodland, but due to a road and pond separating the subject lands from the woodland, there are no expected impacts on the potential significant woodlands.

Regarding the impacts to wildlife there is no fish habitat, significant wildlife habitat (SWH) or Species at Risk (SAR) located within the Subject Lands, and therefore the redevelopment will not result in any direct impacts on these features. There is also the possibility of Birds, which are protected under the Migratory Birds Convention Act, could be found within the Subject lands. If so any eggs or nests of these birds will also be protected under the Act. Therefore, it is prescribed that all vegetation removal should occur outside of the breeding bird window (April 1–August 31).

There are no Significant Wetlands, Significant Coastal Wetlands, Significant Woodlands, Significant Valleylands or Significant ANSIs, key natural heritage or key hydrologic features identified in the Town of Caledon Official Plan located within the Subject Lands. As such, the redevelopment of the Subject Lands is not expected to result in direct impacts to these feature types.

The Study concludes that the site upon which development is proposed does not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. Based upon current and available technical information and analyses, potential impacts on the natural features and associated functions will be avoided or minimized through the application of the protection, mitigation and enhancement measures recommended and discussed in this report.

For further information, please see the enclosed Environmental Impact Study.

7.5 ARBORIST REPORT

GEI Consultants was retained to prepare an Arborist Report and Tree Preservation Plan in support of the proposed development. Within the Subject Lands, GEI inventoried a total of 36 trees including 29 live trees with DBH greater than 10 cm, 3 of which fall within the 6m buffer onto adjacent lands. Of those 36 trees within the Subject Lands, 6 are recommended for preservation, including 3 live trees and 3 dead trees, and 30 are recommended for removal due to anticipated construction impacts, including 4 dead trees. As detailed within the Town of Caledon's Terms of Reference for Arborist Reports, Tree Preservation Plans and Tableland Tree Removal Compensation (2020), a condition for the tree removal permit process is to provide replacement trees following the Town's compensation table, as such removal of 30 trees will require compensation planting of 31 trees.

For further information, please see the enclosed Arborist and Tree Preservation Report.

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8. PLANNING POLICY FRAMEWORK

8.1 THE PLANNING ACT R.S.O. 1990. C.P.13 (AS AMENDED 2022)

The following sections of this report provides an analysis of the relevant statutory policy documents applicable to the proposed development. The policy analysis determines if the proposed development is supported by the hierarchy of applicable land use planning policies, and provides a justification as to why the proposed development conforms to and are consistent with these policies, while representing good land use planning. The documents reviewed and discussed include:

- The Planning Act R.S.O 1990. c.P.13;
- The Provincial Policy Statement (2020);
- Provincial Policy Statement (2023 Draft);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020);
- Region of Peel Official Plan (2022);
- Town of Caledon Official Plan (2018 Consolidation)
- Future Caledon Official Plan (2023 Draft); and
- Town of Caledon Zoning By-Law 2006-50.

In consideration of the proposed land use planning applications, Section 2, 22, and 34 of the Planning Act must be considered as these sections provide the general direction to all land use planning decisions made in the Province of Ontario, which all land use planning decisions must consider. The Minister, the council of a municipality, a local board, a planning board, and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) adequate provision and distribution of educational, health, social, cultural and recreational facilities*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

8.2 PROVINCIAL POLICY STATEMENT (2020)

The regulations and direction of Section 2 of the Planning Act inform the Provincial Policy Statement, and the matters of provincial interest, thereby ensuring that consistency with the Provincial Policy Statement addresses consistency with Section 2 of the Act. The Provincial Policy Statement is given consideration in the following section of this Report. It is our opinion that the proposed development has regard for matters of provincial interest which will be discussed in this report.

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The current version of the PPS was issued under Section 3 of the Planning Act and came into effect May 1, 2020. It replaces the PPS issued on April 30, 2014. All planning decisions in Ontario must be consistent with the PPS. The following is an evaluation of the policies of the PPS that are applicable to the proposed development and a discussion on how the identified policies have been satisfied and are consistent with the PPS as part of this development application.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1 of the PPS outlines policies for managing and directing growth and development across the province in a manner that achieves efficient and resilient land use patterns. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification are also encouraged. The most relevant policies to the proposed development are listed below.

1.1.1 Healthy, livable, and safe communities are sustained by:

- a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

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

The proposed development contributes to the formation of compact and efficient land use patterns by contemplating development within the existing Built-up Area of a Settlement Area.

The proposed development of a surface level parking lot will support the operations of the adjacent Retirement Residence and improve the access and accessibility of residents, employees, and visitors of the Retirement Residence, which supports the Provincial objectives for residents to age within their community. The proposed development will also preserve a portion of the existing EPA lands and will mitigate environmental harm as the EPA lands have been previously disturbed and do not include wildlife habitat or any significant natural features, key natural heritage features or key hydrologic features. Please refer to the Scoped Environmental Impact Study (EIS) prepared by GEI Consultants for details.

1.1.3 – Settlement Areas

Section 1.1.3 of the PPS provides direction on future growth and development within designated settlement areas and recognizes *Settlement Areas* as critical to the long-term development and prosperity of Ontario’s communities. The PPS promotes an efficient growth pattern within *Settlement Areas* and aims to ensure the effective use of infrastructure and public service facilities. The following policies, which provide direction on the management of growth within *Settlement Areas*, are particularly relevant to the proposed development:

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

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

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

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The Subject Lands are located within a settlement area and therefore represent an appropriate location for development. The proposed development supports the development of healthy, liveable, and safe communities by making efficient use of a portion of the Subject Lands to provide a more compatible use that will support the existing Retirement Residence. This will provide a mix of land uses that efficiently uses the existing infrastructure of the Retirement Residence. The Retirement Residence provides 140 units of specialized residential accommodation for seniors and employs up to 21 staff members during the peak day period. The proposed development will provide additional parking facilities for residents, visitors, and employees of the Retirement Residence and improve access and accessibility for older people. The proposed surface parking lot does not require a settlement area expansion.

1.3 – Employment

Section 1.3 provides policy direction on economic development and competitiveness within Ontario. The following policies are relevant to the proposed development:

1.3.1 *Planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*

b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*

d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

e) *ensuring the necessary infrastructure is provided to support current and projected needs*

The PPS directs that an appropriate mix of uses, including institutional and employment uses, be developed to meet long-term economic needs. Although the proposed development will not provide direct employment opportunities, it will support the operations of the existing Retirement Residence by providing additional parking spaces for staff members. The need for additional parking supply has been identified to support an increased demand for parking. As such, the proposed development will support the economic viability of the Retirement Residence, which is consistent with PPS policies.

1.4 – Housing

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

The PPS encourages a range and mix of housing typologies and densities to meet the current and projected needs of Ontarians. The housing options include requirements for an aging population and older adults such as retirement facilities. While the proposed development does not directly provide housing, it will serve the existing Retirement Residence which provides 140 units of specialized residential accommodation. The proposed parking lot will provide additional parking spaces for residents, visitors, and employees of the residence and support the operations of the existing Retirement Residence.

1.6 – Infrastructure and Public Service Facilities

Section 1.6 of the PPS provides policy direction related to the efficient use of existing infrastructure and public services facilities, including water and sewage services, where possible. The following policies are relevant to the proposed development:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

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

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

1.6.6.7 Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development*

GM BluePlan has prepared a Functional Servicing and Stormwater Management Report that notes that the site will provide adequate stormwater capacity through the proposed stormwater facilities for the development. The post-development flow rates have been attenuated to be less than or equal to the allowable release rates. To minimize the transport of sediment off-site during construction, a slit fence will be installed along the property boundary in all locations where run-off is anticipated to discharge from the site to adjacent lands. Please refer to the Functional Servicing and Stormwater Management Report for details.

1.6.7 – Transportation Systems

The following policies relating to the transportation system that supports the proposed development are as follows:

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

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

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

The Subject Lands are located along a local road and a *Medium Capacity Arterial Road* as discussed in Section 2.3 of this Report. No new roads are being proposed as part of the proposed development in order to utilize the existing transportation network and infrastructure. Use of the existing road network will facilitate the efficient movement of residents, visitors, and employees to and from the Retirement Residence.

1.7 – Long-Term Economic Prosperity

Section 1.7 provides policy direction on economic development and prosperity within Ontario. The following policies are relevant to the proposed development:

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed redevelopment of a portion of the Subject Lands will support the operations of the Retirement Residence by providing additional parking facilities to residents, employees, and visitors. The proposed development responds to the needs of Peel's aging population, which supports the Town's objectives for community investment-readiness. Further, the proposed landscaping surrounding the site will enhance the appearance of the intersection of Station Road and King Street West, allowing appropriate transition to adjacent uses. Accessible seating will be provided at the northern edge of the parking lot within an activated landscaped area thereby encouraging a sense of place and promoting a well-designed built form.

2.1 – Natural Heritage

Section 2.1 of the PPS speaks to protecting natural heritage and features. The following policies are relevant to the proposed development:

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

8.3 PROVINCIAL POLICY STATEMENT 2023 (DRAFT)

The ecological functions of the Subject Lands have been evaluated in the Scoped Environmental Impact Study (EIS) prepared by GEI. The results indicate that the previously disturbed site upon which development is proposed does not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. Given the small amount of vegetation proposed for removal, impacts on the overall quality and function of the vegetation communities are considered low. Further, given the location of the potentially significant woodland and Jaffery's Creek 33 and 31 metres away respectively from the Subject Lands, there are no expected impacts to the potentially significant woodland or any features of the creek. The proposed development intends to provide separation and mitigation from the sensitive land uses present across Station Road which will be protected from the construction activities by the Erosion and Sediment Control (ESC) Plan which has been developed by GM Blue Plan.

Summary

In our opinion, the proposed development is consistent with the Provincial Policy Statement. The proposed surface parking lot will provide additional parking for residents, employees and visitors of the Retirement Residence to the north. Although the proposed development does not provide direct housing and employment opportunities, the intent and function of the parking lot is to support an existing use, which supports economic development, housing, and employment policies of the PPS pursuant to policies 1.3.1 and 1.4. The Subject Lands are located within a settlement area and the parking lot has been designed to efficiently use land with minimum impact on the surrounding area and natural heritage functions on the and the landscape features complement the existing and proposed use by providing a shaded seating area and walkway paths pursuant to Policy 2.1.

In our opinion, the proposed development is consistent with the Provincial Policy Statement.

On April 6, 2023, the province released Bill 97, the *Helping Homeowners, Protecting Tenants Act*. As part of this Bill, the province proposed a new Provincial Policy Instrument which will combine and consolidate the current Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe into a singular provincial land use planning policy document. The proposed PPS 2023 is intended to consolidate existing policies to assist large and growing municipalities by providing policies that improve and streamline the construction of new housing. The Ministry of Municipal Affairs and Housing (MMAH) is currently seeking input on the proposed Provincial Policy Instrument and release of a final set of policies has not yet been determined. The proposed PPS is relevant but not determinative to the proposed development. In our opinion, the proposed development is consistent with the proposed PPS.

8.4 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities and managing future growth within the Greater Golden Horseshoe (GGH). The new Growth Plan (2020) came into effect on August 28, 2020, implementing Amendment 1 (2020), which amends the planning horizon of the Growth Plan to 2051. The Growth Plan applies to the development of the Subject Lands.

The Growth Plan seeks to create complete communities that are designed to promote healthy living while meeting the needs of residents throughout their lifetime. The policies of the Growth Plan encourage compact built form to create communities that make better use of land and infrastructure by directing growth to existing urban areas.

1.2.1 – Guiding Principles

Section 1.2.1 of the Growth Plan provides a set of Guiding Principles to guide the province’s vision for the GGH. The following Guiding Principles applicable to the proposed development:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed surface level parking lot will provide additional parking facilities for residents, employees and visitors of the adjacent Retirement Home, which will support the daily needs of the facility and supports economic and employment opportunities within the Town of Caledon.

2.2.1 – Managing Growth

Section 2.2 of the Growth Plan provides a framework for managing growth to ensure better use of land and infrastructure within the GGH. The proposed development is located within an existing Built-Up Area of the Bolton Settlement Area as defined by the Growth Plan. The vast majority of growth is directed to these areas. The following policies apply:

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- g) *integrate green infrastructure and appropriate low impact development.*

The Subject Lands are located within a settlement area with a delineated built boundary, and therefore represent an appropriate location for development in accordance with Policy 2.2.1.2(a)(i). The proposed development will support the residents, employees, and visitors of the adjacent Retirement Residence, thereby contributing to an existing complete community in an area surrounded by a mix of uses (Policy 2.2.1.4). The proposed development will also support older adults who receive accommodation and services in the existing Retirement Home, as well as the families and caregivers of those individuals, enabling people to age in place. This further contributes to Growth Plan policies that seek to achieve complete communities.

2.2.5 – Employment

Section 2.2.5 provides policy direction on economic development and competitiveness within Ontario. The following Employment policies have been discussed and considered:

2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:

- d) *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

While the proposed development does not provide direct employment opportunities, the proposed parking lot supports the functionality of the Retirement Residence and therefore supports the intent and objectives of Policy 2.2.5.1.

The proposed development will provide additional parking spaces for the employees and support the Provincial goal to retain and attract employment.

2.2.6 – Housing

The following policies are applicable to the proposed development as the proposed parking lot will support Retirement Residence:

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

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents*

The Growth Plan supports a range and mix of housing options, including accommodation for seniors such as Retirement Residences. While the proposed development will not directly provide housing, it will support the existing Retirement Residence which provides 140 units of specialized residential accommodation for seniors and supports the intent and objective of Policy 2.2.6.1(a).

3.2 – Infrastructure to Support Growth

Section 3.2 of the Growth Plan provides guidance on infrastructure investments, which includes transit and transportation corridors and facilities and stormwater management systems to accommodate growth across the GGH. The following policies are relevant to the proposed development:

3.2.1 – Integrated Planning

3.2.1.1 Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.

3.2.2 Transportation

3.2.2.2 The transportation system within the GGH will be planned and managed to:

- a) provide connectivity among transportation modes for moving people and for moving goods;
- d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;

The proposed development conforms to the above noted policies as it will support the operations of the existing road network and provide additional parking facilities for residents who are able to take short vehicle trips to nearby destinations as well as visitors and employees travelling to the Retirement Residence. The proposed development is well serviced by vehicular infrastructure as Highway 427 is located northeast of the Subject Lands and is accessible via connections from Highway 50. Highway 427 connects with Highway 407 ETR, Highway 427, Highway 403, and Highway 401 providing future residents with access to a larger multimodal transportation network.

3.2.7 Stormwater Management

3.2.7.2. Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

A Stormwater Management Report has been prepared by GM BluePlan and concludes the Subject Lands will provide adequate stormwater capacity through the proposed stormwater facilities for the development. To minimize the transport of sediment off-site during construction, a slit fence will be installed along the property boundary in all locations where run-off is anticipated to discharge from the site to adjacent lands. Please refer to the report by GM BluePlan for additional details.

4.2 – Protecting What is Valuable

Provisions regarding the protection of ecological lands, features, and resources essential for the long-term outlook of the region, are outlined in Section 4.2 of the Growth Plan. The Subject Lands are located in proximity to a potentially significant woodland and fish habitat within Jaffery's Creek. The following policies are relevant to this proposal:

4.2.2 Natural Heritage System

4.2.2.3 Within the Natural Heritage System for the Growth Plan:

- a) *new development or site alteration will demonstrate that:*
 - i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*

The ecological functions of the Subject Lands have been evaluated in the Scoped Environmental Impact Study (EIS) prepared by GEI. The results indicate that there are no natural heritage features such as wetlands, woodlands or Natural Heritage Systems present within the Subject Lands. Given the location of the potentially significant woodland and Jaffery's Creek, which are approximately 33 and 31 metres from the Subject Lands respectively, there are no anticipated impacts to the potentially significant woodland or any features of the creek. The proposed development intends to provide separation and mitigation from the sensitive land uses present across Station Road which will be protected from the construction activities by the Erosion and Sediment Control (ESC) Plan which has been developed by GM Blue Plan.

Summary

The proposed redevelopment conforms to the Growth Plan as it contemplates development within the existing Built-Up Area of a Settlement Area. The proposed surface parking lot will provide 96 additional parking spaces to serve the residents, employees, and visitors of the adjacent Retirement Residence. Although the proposed development does not provide direct housing or employment opportunities, it will support the operations of the Retirement Residence and therefore meets the policy objectives of the Growth Plan.

The scoped EIS confirms there are no natural heritage features such as wetlands, woodlands or Natural Heritage Systems present within the EPA lands and the design and location of the proposed development will minimize impacts on adjacent ecological lands and natural heritage functions. The parking lot has been designed to promote a sense of place by incorporating a landscaped seating area that will provide additional outdoor amenity space for the Retirement Residence. which support policies to create a complete communities. In our opinion, the proposed development conforms to the Growth Plan.

8.5 REGION OF PEEL OFFICIAL PLAN, 2022

The Regional Official Plan (ROP) was adopted by Region of Peel Council on April 28, 2022 and the Minister of Municipal Housing and Affairs issued a decision to approve the plan with 44 modifications on November 4, 2022.

The ROP identifies the Subject Lands within the *Urban Area* according to Schedule E-1 (Regional Structure) and within the *Built-up Area* according to Schedule E-3 (The Growth Plan Policy Areas in Peel). The following sections demonstrate how the proposed development conforms to the ROP.

1.7 – General Goals

Section 1.7 of the ROP provides a general overview of the goals of the Regional Council for the short and long-term vision of the Region. The following goals are relevant to the proposed development:

In applying the policies in this Plan, the overall goals of Regional Council are:

1.7.1 To create healthy, resilient, equitable and sustainable regional communities for those living and working in Peel which is characterized by physical, mental, economic and social wellbeing; crime prevention, minimizing hunger and homelessness; a recognition and preservation of the Region's natural and cultural heritage; and an emphasis on the importance of Peel's future as a caring community.



Figure 7: Region of Peel Official Plan – Schedule E-1 (Regional Structure)



Figure 8: Region of Peel Official Plan – Schedule E-3 (The Growth Plan Policy Areas in Peel)

1.7.2 To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms.

1.7.5 To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

The proposed development supports the general goals and vision of Regional Council as it responds to the needs of the aging population in Peel. The proposed surface level parking lot will support the operations of the adjacent Retirement Residence thereby improving the access and accessibility of older persons while also providing additional parking facilities for residents, visitors, and employees of Retirement Residence. The proposed development represents an example of efficient and sustainable development as it is compatible with the existing Retirement Residence and only contemplates development on a portion of the Subject Lands. Long term environmental harm is not anticipated as the site does not include any wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features as maintained by the EIS.

Chapter 2 – Natural Environment

Chapter 2 of the ROP provides policy direction on the preservation and restoration of the natural environment and system within the Region. The following policy objectives apply to the proposed development:

2.3.3 Protect, maintain, restore and enhance the quality and ecological integrity of ecosystems, including air, water, land and biota jointly with the local municipalities, conservation authorities, federal and provincial agencies.

2.6 – Water Resource System

2.6.2 To eliminate or minimize potential negative land use impacts on vulnerable surface and ground water, sensitive ground water features and sensitive surface water features, and their hydrologic functions.

As scoped EIS prepared by GEI Consultants evaluates Natural Heritage Planning considerations pursuant to federal, provincial, and municipal legislation. The Report maintains that given the location of the potentially significant woodland and Jaffery's Creek, which are approximately 33 and 31 metres away respectively from the Subject Lands, there are no expected impacts to the potentially significant woodland or any features of the creek.



Figure 9: Region of Peel Official Plan – Figure 7 (Regional Greenlands, Natural Core Areas and Corridors and Potential Natural Areas and Corridors)

2.6.20 – Stormwater Management

2.6.20.1 *To recognize stormwater as a resource and to manage stormwater in a way that protects, improves or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation.*

2.6.20.3 *To manage stormwater to maintain the natural hydrologic cycle, reduce risks associated with flooring and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.*

2.6.20.4 *To practice and encourage effective management of stormwater drainage for Regional infrastructure and facilities in order to protect, improve or restore water quantity and quality.*

2.6.20.5 *To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.*

2.6.20.6 *To ensure that adverse drainage impacts to Regional road rights-of-way will not occur as a result of stormwater flows from adjacent lands.*

2.6.20.13 *Direct the local municipalities to require proposals for large-scale development to be supported by a stormwater management plan that:*

- b) incorporates an integrated treatment train approach which meets stormwater management requirements including for water balance, water quantity, water quality and erosion control;*
- d) minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and*
- e) aligns with the stormwater master plan for the settlement area, where applicable.*

A Stormwater Management Report prepared by GM BluePlan maintains that the site will provide adequate stormwater capacity through the proposed stormwater facilities for the proposed development. The post-development flow rates have been attenuated to be less than or equal to the allowable release rates. Mitigation measures will be implemented to minimize the transport of sediment off-site during construction, such as the installation of a slit fence along the property boundary in all locations where run-off will discharge from the site to adjacent lands is anticipated.

2.14 – Greenlands System

2.14.5 *Define the Greenlands System as being made up of the following components:*

- b) Natural Areas and Corridors, which will be interpreted, protected, restored, and enhanced and shown, as appropriate, in the local municipal official plans;*

2.14.7 *Only permit development and site alteration within the Greenlands System in accordance with the policies of this Plan subject to provincial legislation, policies and applicable provincial plans.*

2.14.18 *Define the Natural Areas and Corridors of the Greenlands System as:*

- k) any other valley and stream corridors that have not been defined as part of the Core Areas;*

The Subject Lands are designated *Natural Areas and Corridors* according to Figure 7 (Regional Greenlands, Natural Core Areas and Corridors and Potential Natural Areas and Corridors) of the ROP. The ecological functions of the Subject Lands and lands adjacent have been evaluated in the Scoped Environmental Impact Study (EIS) prepared by GEI Consultants.

The results indicate that the previously disturbed site upon which development is proposed does not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. Given the small amount of vegetation proposed for removal, impacts on the overall quality and function of the vegetation communities are considered low. Further, the proposed development intends to provide separation and mitigation from the sensitive land uses present across Station Road which will be protected from the construction activities by the Erosion and Sediment Control (ESC) Plan which has been developed by GM BluePlan.

Chapter 4 – Growth Management

Chapter four of the ROP provides population and employment forecast which serves as the basis for determining Regional services and establishing land requirements to accommodate growth to the year 2051. In addition, the forecasts assist the Region, other orders of government and the private sector when making growth related investment decisions. The following policy objectives apply to the proposed development:

4.3 – Population and Employment Forecasts

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

4.3.10 Use, in cooperation with the local municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2051. Forecasts beyond the 2051 planning horizon may be used for long-term infrastructure planning, and community planning within the urban boundary, undertaken by the Region and/or local municipalities, as long as there is consistency with the objectives and intent of the provincial Growth Plan and the Region of Peel Official Plan.

4.3.12 Direct the local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.

4.3.13 The population and employment forecasts will be utilized to support the review of development applications where infrastructure upgrades and capital investments are required.

4.3.16 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.

Table 3 – Population, Household and Employment Forecasts for Peel

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

Figure 10: Table 3 – ROP, Population, Household and Employment Forecasts for Peel

The Town of Caledon is forecasted to accommodate a population of 300,000 people by 2051. In order to accommodate the projected growth, the Region places an emphasis on intensification within the built-up areas in order to maximize the efficiency of existing infrastructure, human services and transportation infrastructure. Although direct housing and employment opportunities are not contemplated in the proposed development, the OPA and ZBA seek to permit a use that will support the existing Retirement Residence to the north, which was approved in 2016 and does contribute to Regional growth targets. Additional parking supply is required to support the on-going operations of the Retirement Residence. As such, the proposed development supports the policy intent and outcomes of Regional Growth Management policies.

Chapter 5 – Regional Structure

Chapter 5 of the ROP outlines broad planning goals, objectives and policies designed to support the development of complete communities and respond to the pressures of growth in the context of provincial policy requirements, and potential effects on the natural environment, resources, residents, workers and communities in Peel. The following policies are relevant to the proposed development:

5.2 To provide a diversity of complete healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.

5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

5.3.2 Limit the amount of population and employment growth directed to areas that are:

- a) a part of the Rural System;*

The proposed development conforms to the above noted policies as the Subject Lands are located within the Urban System in an existing Delineated Built-up Area and does not contemplate increasing the population or employment growth in the Rural System. The proposed development contemplates a surface level parking lot which will support the existing Retirement Residence.

5.4 – Growth Management

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

5.4.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

5.4.6 To optimize the use of the existing and planned infrastructure and services.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

The ROP identifies specific growth management designations and policy areas such as Strategic Growth Areas and Delineated Built-up Areas which have a specific role in managing growth within the Region. The proposed development is located within the Urban System in an existing Delineated Built-up Area and promotes an efficient form of development as it will support the existing Retirement Residence to the north without the need to expand or change the settlement area boundary. The proposed development also supports the objectives of the ROP to provide a diverse mix of land uses and accommodate people at all stages of life as additional parking facilities for residents, visitors, and employees of the Retirement Residence will be provided while improving access and accessibility for older persons.

5.4.18 – Intensification

The ROP directs a significant portion of new growth to built-up areas, and promotes compact built form, intensification, and redevelopment. The Region of Peel recognizes the importance of contextually appropriate intensification and reaffirms the direction of the Growth Plan. The following policy objectives are relevant to the proposed development:

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.2 To optimize the use of existing infrastructure and services.

5.4.18.3 To revitalize and/or enhance developed areas.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

The Region encourages intensification in strategic locations in the Built-up Area to maximize efficiencies in infrastructure delivery. The proposed development represents a compatible and efficient form of development as it will support the operations of the existing Retirement Residence by providing additional parking spaces for residents, visitors, and employees.

5.6 – Urban System

The ROP directs the majority of growth and development to occur within the Urban System, which includes lands within the natural environment. The Subject Lands are located within the Urban System in Bolton according to Schedule E-1 (Regional Structure). As such, the following policies are applicable:

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.

5.6.6 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.

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.

5.6.13 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.

The proposed development is located within the Urban System in an existing Delineated Built-up Area and responds to the needs of Peel's aging population and thereby supports the Region's objectives for providing opportunities for residents to age in place. The proposed development contemplates a surface level parking lot and represents an example of suitable development within the Urban System as it will support the older adults of the Retirement Residence who receive accommodation and services, as well as the families and caregivers of those individuals. Further, the proposed landscaping surrounding the site will enhance the appearance of the intersection of Station Road and King Street West, allowing appropriate transition to adjacent uses. Accessible seating will be provided at the northern edge of the parking lot within an activated landscaped area thereby encouraging a sense of place and promoting a well-designed built form.

5.10 – Transportation System

The Peel Region transportation system is intended to accommodate current and projected demands, which will take into account residential growth and intensification within the Region. The proposed development will support the existing road networks in the surrounding area. The following policy objectives are relevant to the proposed development:

5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.

5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

5.10.6 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.

5.10.8 To strengthen the multi-modal function of Regional roads and support first and last mile connections in Peel.

The proposed development will make efficient use of the surrounding transportation infrastructure including the existing road network which will provide access to a larger multimodal transportation network. Use of the existing road network will facilitate the efficient movement of residents, visitors, and employees to and from the Retirement Residence. The proposed development is well serviced by vehicular infrastructure as Highway 427 is located northeast of the Subject Lands and is accessible via connections from Highway 50. Highway 427 connects with Highway 407 ETR, Highway 427, Highway 403, and Highway 401 providing future residents with access to a larger multimodal transportation network.

Chapter 6 – Services

Chapter 6 of the ROP includes goals, objectives, and policies on the wide range of services the Region provides, including policy direction on public works and health services such as age-friendly planning. The proposed parking lot will service residents, visitors, and employees of the existing adjacent retirement home. As such, the following objectives and policies are applicable to and support the proposed development:

6.4 – Age Friendly Planning

6.4.1 To recognize the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, support needs, and income.

6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age in place within their community including the integration of community facilities and services with residential land uses.

6.4.3 To promote the use of universal accessibility in the design of Peel Region's built environment to enhance the safety, mobility, and independence of seniors.

6.4.4 To promote active aging for seniors by establishing healthy, complete, and accessible complete communities that are in close proximity to amenities, support services, and transit.

6.4.5 Encourage the local municipalities to develop policies in their official plans to support seniors to age in place within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

6.4.6 Encourage the use of universal accessibility in the design of the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of all residents including seniors.

6.4.8 Work with the local municipalities to assess supporting services and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to universal accessibility and opportunities to better support Peel residents.

6.4.9 In accordance with policies in Section 5.9 of this Plan, encourage the local municipalities to develop Official Plan policies to increase the supply of affordable, accessible, adequate and appropriate housing of all types, sizes, densities and tenures, to support seniors to age within their community.

The Retirement Residence includes varying levels of support for seniors with a range of health and service needs. The proposed development will provide additional parking spaces for residents, visitors, and employees of the Retirement Residence while also providing older adults within Caledon the opportunity to remain within the Town, close to friends and family. The proposed development will support the creation of complete communities as the additional parking facilities will support the older adults who receive accommodation and services with added access and accessibility, as well as the families and caregivers of those individuals.

Summary

The proposed development contemplates 96 parking spaces to support the existing Retirement Residence to the north. The Retirement Residence provides employment opportunities while delivering much needed seniors housing within the Town to enable residents to age in place. The Retirement Residence provides 140 units of specialized residential accommodation for seniors and employs up to 21 staff members. Additional parking for the Retirement Residence is required in order to support its functionality and continued operations. The proposed development directly supports residential and employment opportunities by providing additional parking spaces, which supports the development of complete communities. No long term environmental harm is anticipated as the parking lot has been designed to efficiently use land with minimum impact on the surrounding area and natural heritage functions on the site as maintained by the EIS. The proposed development will make efficient use of the surrounding transportation infrastructure including the existing road network and thereby facilitate the efficient movement of residents, visitors, and employees to and from the Retirement Residence. In our opinion, the proposed development conforms to the ROP.

8.6 TOWN OF CALEDON OFFICIAL PLAN (2018 CONSOLIDATION)

The Town of Caledon Official Plan (COP) was adopted by Town Council in June 2010. The COP provides principles, objectives, and policies that have regard for future land use and various development considerations. The COP strives to maintain and improve the social, economic, and natural environment within the Town of Caledon.

The Town of Caledon Official Plan identifies the Subject Lands within a Rural Service Centre according to Schedule A1 (Town Structure) and designates the Subject Lands as Environmental Policy Area according to Schedule C (Bolton Land Use Plan). Subject Lands *Rural Service Centre* according to Schedule A1 (Town Structure) and *Environmental Policy Area* according to Schedule C (Bolton Land Use Plan).

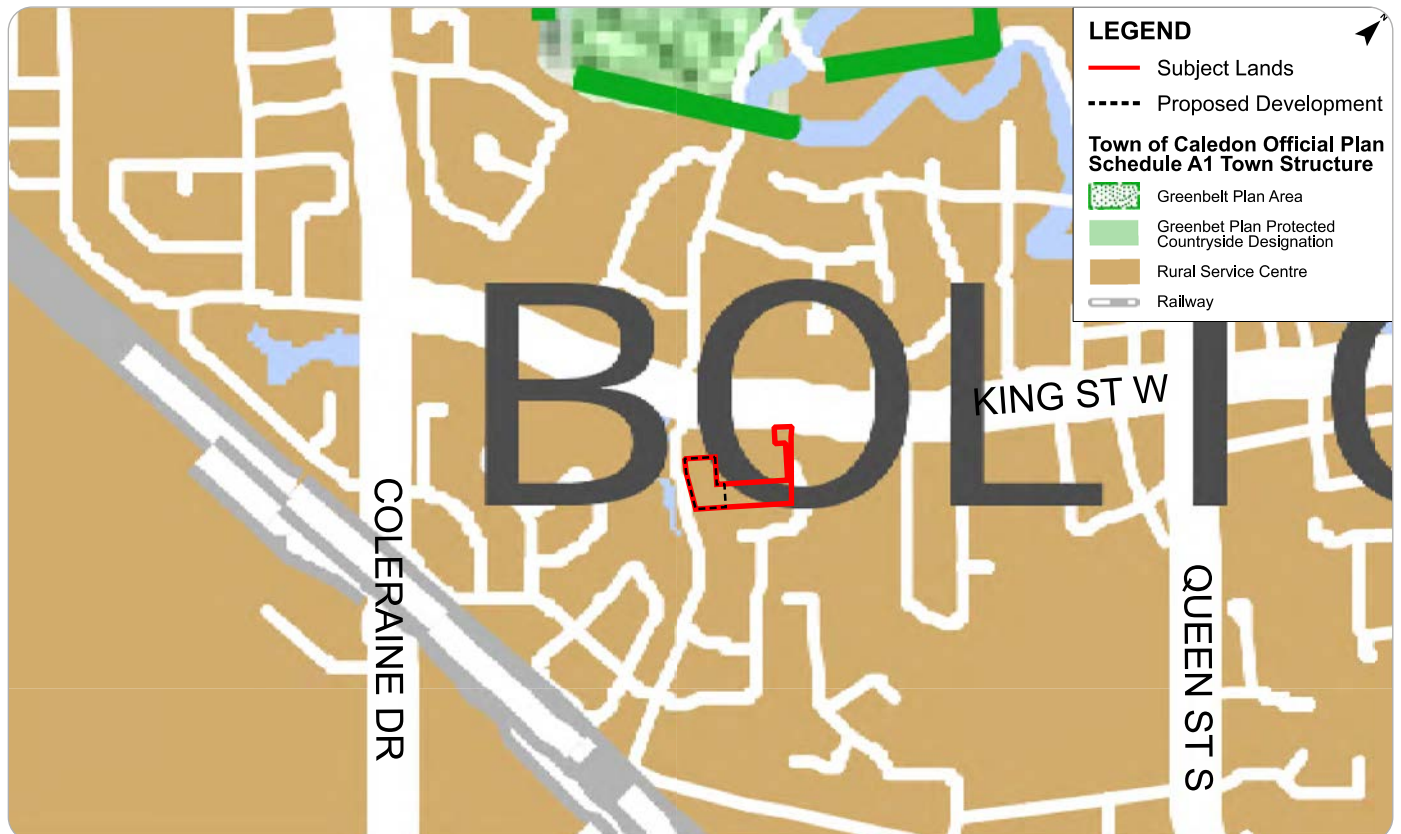


Figure 11: Town of Caledon Official Plan – Schedule A-1 (Town Structure)

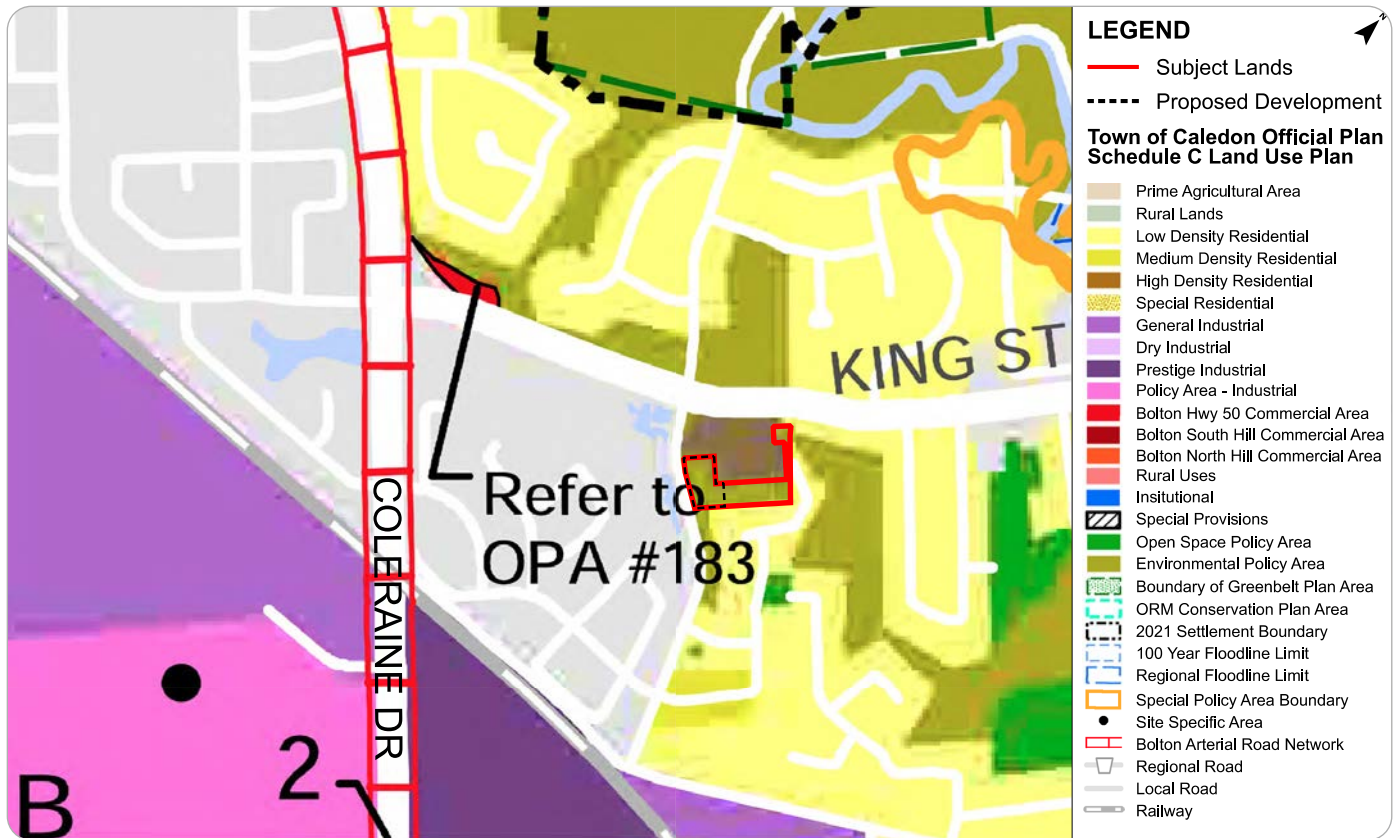


Figure 12: Town of Caledon Official Plan – Schedule C (Bolton Land Use Plan)

3.1 – Sustainability

The COP incorporates policies that embody and embrace many of the principles of sustainability from economic, environmental, social, and cultural. The following policy objectives are relevant to the proposed development:

3.1.3.7 – Sustainable Development Patterns and Community Design

3.1.3.7.1 *Development and redevelopment shall be designed to achieve the Town of Caledon sustainability objectives and policies of this Plan, including the detailed policies of Sections 3.1 and the Community Form and Complete Communities policies contained in Section 4.1.8.*

The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations:

- *Preservation of existing trees and other significant vegetation;*
- *Optimizing existing public services and infrastructure;*
- *Promoting and protecting public health, well-being and safety;*
- *The needs of persons with disabilities and other special needs groups including public transit accessibility, easily accessible parking for the physically challenged and universal design in housing;*
- *Compatibility between existing uses and new uses, including uses on lands adjacent to the Caledon boundary in neighbouring municipalities, considering such items as lighting, height, traffic, noise, dust, air quality, odours and vibrations;*

3.2 – Ecosystem Planning and Management

3.2.4.6 All development proposals within, containing and adjacent to EPA shall be required to conduct appropriate environmental studies/investigations, up to, and including an EIS and MP, in accordance with the provisions of Section 5.7, and, within the ORMCPA, the detailed policies of Section 7.10 and within the Greenbelt Protected Countryside designation, the detailed policies of Section 7.13.

The Subject Lands are designated *Environmental Protection Area* and a portion of the larger surrounding area has been subject to a previous development including the Sorrento Retirement Residence to the north and Amalfi Ridge townhouse development to the east. The ecological functions of the Subject Lands and lands adjacent are evaluated in the Scoped Environmental Impact Study (EIS) prepared by GEI. The results indicate that the previously disturbed site upon which development is proposed does not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. Further, given the location of the potentially significant woodland and Jaffery's Creek 33 and 31 metres away respectively from the Subject Lands, there are no expected impacts to the potentially significant woodland or any features of the creek.

3.5 – Housing

The Town of Caledon recognizes the need to create opportunities for a diverse range and mix of housing types, densities, and tenure to provide for the current and future needs of a diverse population. The Town encourages the creation of diverse housing types and tenures where there is sufficient existing or planned infrastructure to ensure the efficient use of existing resources and public services. Although the proposed development does not contemplate any housing units, the proposed surface parking lot will support the Retirement Residence to the north. As such, the following policy objectives are relevant:

3.5.2 Objectives

3.5.2.1 To promote and foster the development of a diverse mix of housing types and tenure in order to meet the needs of current and future residents of the Town of Caledon, including the needs of different income groups, people with special needs and accessibility challenges and the needs of people through all stages of their lives.

3.5.3.5 Diverse Housing Types and Tenure

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

3.5.3.5.2 Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town's changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.

3.5.3.7 Special Needs Housing

3.5.3.7.1 The Town will encourage special needs housing such as housing for the elderly and shelters, in locations with convenient access to existing or planned infrastructure, amenities and support services.

An important component of the COP's housing policies is the provision of a diverse range and mix of housing types, including housing requirements for an aging population and older adults. Although the proposed development does not provide direct housing opportunities, the surface parking lot will support the existing Retirement Residence to the north, which provides 140 units of specialized residential accommodation for seniors.

Policy 3.5.3.7.1 of the OP encourages the Town to provide housing for the elderly in locations with access to planned infrastructure and amenities. The proposed development will provide infrastructure that directly supports the existing Retirement Residence and includes a seating area for additional outdoor amenity spaces for residents and visitors. In our opinion, the proposed surface parking lot supports the housing policies in the COP.

4.0 - Town Structure and Growth Management

Chapter four of the COP establishes the The key elements of the Town's structure as shown on Schedule A, Schedule A1 and/or Figure 1 include:

- Provincial Plan Areas, including the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan Areas (components of the Greenbelt Plan); the Lake Simcoe Protection Plan; the Greenbelt Plan Protected Countryside area; and the Growth Plan Policy Areas;
- A hierarchy of settlements including: Rural Service Centres,
- Villages, Hamlets and Industrial/Commercial Centres;
- The Palgrave Estate Residential Community;
- The Prime Agricultural Area and General Agricultural Area;
- The Rural Lands;
- The Natural Systems;
- Major Transit Station Study Areas; and,
- Coulterville Special Study Area

The Subject Lands are located within the Bolton Rural Service Centre. According to Section 4.1.1.1, A hierarchy of settlements has been established to implement the Town's growth management strategy. Central to this hierarchy are the three Rural Service Centres and their role in implementing the Tri-Nodal Growth Strategy. In accordance with Policy 4.1.3.1,

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

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

Although the proposed development is not providing direct housing or employment opportunities that will contribute to the Town's growth management strategy, the location of the Subject Lands within the Bolton Rural Service Centre is appropriate and will support an existing residential and employment use to the north.

4.1.8 – Community Form and Complete Communities

According to Section 4.1.8.1, cities and towns are encouraged to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services. The Town is planned, as a whole, to function as a complete community, providing the necessary living accommodation, employment and services to its residents. Policy 4.1.8.2.1 states the objective of the COP is *to plan Caledon as a complete community that is well-designed, offers transportation choices, accommodates people at all stages of life and has an appropriate mix of housing, a good range of jobs and easy access to retail and services to meet daily needs.*

The Subject Lands are located within the Bolton Rural Service Centre and are therefore considered an appropriate location for development. The surface parking lot represents an efficient development pattern as it will provide additional parking facilities for the Retirement Residence in a compact form with limited impact in surrounding uses. Supporting the Retirement Residence will also contribute to the Town's policy objective to achieve complete communities as it allow residents to age in their community.

4.2 – Growth Management

Section 4.2 of the COP outlines the Growth Management strategy for the Town. According to Section 4.2.1.2, the COP's objectives include:

4.2.1.2.1 To achieve compact and efficient urban forms, optimize the use of existing infrastructure and services, 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 through intensification.

4.2.1.2.2 To ensure that intensification occurs in an appropriate manner in keeping with the role and function of Caledon's communities according to the hierarchy of settlements within the Town Structure through the preparation of an intensification strategy, community design guidelines and other measures.

The Town encourages intensification in strategic locations according to the hierarchy of settlements with the Town Structure to maximize efficient urban forms. The proposed development is located within an existing Built-up Area of the Rural Service Centre of Bolton and represents a compatible and efficient form of development as it will support the operations of the existing Retirement Residence by providing additional parking spaces for residents, visitors, and employees.

Although the proposed development does not directly contribute to housing or employment targets established in the COP, the proposed surface parking lot will be used by residents, visitors, and employees of the retirement residence to the north.

5.0 – Land Use Designations

Chapter five of the COP establishes policies related to the land use designations identified on the COP schedules. The Subject Lands are designated *Environmental Policy Area (EPA)* according to Schedule C (Bolton Land Use Plan). An Official Plan Amendment is being requested to redesignate a portion of the SL from EPA to High Density Residential. EPA policies are described in Section 5.7 of the COP. According to Policy 5.7.1, the ecosystem objectives contained in Section 3.2.2 of the COP apply to lands designated EPA. Section 3.2.2 has been discussed in this Report. The table provides an analysis of each applicable policy:

Table 1: Analysis of Applicable Policies

Policy	Justification
<p>5.7.3.1.1 New development is prohibited within areas designated EPA on the Land Use Schedules to this Plan, with the exception of the permitted uses as specified in policy 5.7.3.1.2.</p>	<p>The proposed development is not permitted within lands designated EPA. The purpose of the enclosed OPA is to redesignate a portion of the Subject Lands High Density Residential in order permit the proposed surface parking lot. Although the proposed development does not contemplate residential dwellings, the surface parking lot will support the existing Retirement Residence to the north, which is designated High Density Residential.</p>
<p>5.7.3.1.2 The uses permitted in EPA shall be limited to: legally existing residential and agricultural uses; a building permit on a vacant existing lot of record; portions of new lots; activities permitted through approved Forest Management and Environmental Management Plans; limited extractive industrial; non-intensive recreation; and, essential infrastructure. Detailed policies with respect to each of these permitted uses are provided in Sections 5.7.3.2 to 5.7.3.7 inclusive. Within the ORMCPA or the Greenbelt Protected Countryside designation, permitted uses are also subject to the provisions of Sections 7.10 and 7.13, as applicable. Refer to Section 6.6.3.3 of this Plan for further policies respecting conflicts between the policies of this Plan and the PPS and Provincial Plans.</p>	<p>An OPA is enclosed which seeks to redesignate the Subject Lands High Density Residential in order to permit the proposed development. The proposed OPA seeks to extend the designation of the existing Retirement Residence located directly north of the Subject Lands. This represents a logical extension of the OP designation as the proposed development will provide additional parking for the Retirement Residence.</p> <p>The Subject Lands are not located within the ORMCPA.</p>
<p>5.7.3.1.3 All lands designated EPA in this Plan shall be zoned in a separate classification in the implementing Zoning By-law which conforms to the provisions of this designation. Where EPA lands occur within the Niagara Escarpment Development Control Area, and are, therefore, not subject to municipal zoning, the Town shall implement the provisions of the EPA designation through the Development Control process, as appropriate. Where lands designated EPA are located within the ORMCPA or the Greenbelt Protected Countryside designation, the implementing Zoning Bylaw shall also implement the requirements of the ORMCP or the Greenbelt Plan, as applicable, as contained in Sections 7.10 and 7.13 respectively. In addition to the uses permitted under Section 5.7.3.1.2, Council may decide to recognize other legally existing uses within EPA as permitted uses on a sitespecific basis.</p>	<p>The Subject Lands are currently zoned Environmental Policy Area. A Zoning By-law Amendment is being submitted to rezone the Subject Lands Institutional (I-571) in order to permit the proposed surface parking lot. The ZBA seeks to implement the zoning of the existing retirement home to the north, which is the same approach taken for the OPA. The purpose of the ZBA is to permit a surface parking lot. No other changes to the site specific I-571 zone are being requested.</p>

Policy	Justification
<p>5.7.3.1.4 As more detailed environmental information becomes available, such as information derived from approved studies or site investigations/inspections, minor refinements to the limits of lands designated EPA on the Schedules to this Plan, including minor additions or deletions, may be permitted without an amendment to this Plan, provided such a minor refinement is satisfactory to the Town and other relevant agencies. Where lands designated EPA are located within the ORMCPA, where such refinement to the limits of lands designated EPA or extent of the feature is proposed for a wetland, area of natural and scientific interest and/or significant portions of the habitat of endangered, rare and threatened species, or their related minimum vegetation protection zones, then formal confirmation of said refinement is required from the Province prior to any development. In addition, where said evaluation results in greater minimum vegetation protection zone than is required by the policies of the ORMCP, the greater standard shall be used. All development shall be prohibited within the greater minimum vegetation protection zone as established, except as otherwise permitted by this Plan.</p>	<p>A Scoped EIS has been provided.</p> <p>The proposed development is not seeking a “minor refinement to the limits of lands designated EPA”, rather an OPA is being submitted to remove a portion of the Subject Lands from the EPA designation. The Scopes EIS has been provided in support of the OPA. Although not considered a minor refinement to the limits of the lands, the intent of Policy 5.7.3.1.4 is fulfilled.</p>
<p>5.7.3.1.5 Major modifications to the limits of lands designated EPA on the Schedules to this Plan, including major additions or deletions, shall only occur through an amendment to this Plan.</p>	<p>An OPA is being submitted to redesignate a portion of the Subject Lands High Density Residential.</p>
<p>5.7.3.1.6 Lands designated EPA are not to be damaged or destroyed, unless as a result of an approved permitted use pursuant to Section 5.7.3.1.2 above, and, within the ORMCPA, pursuant to Section 7.10 and within the Greenbelt Protected Countryside designation, pursuant to Section 7.13. In the event that EPA is damaged or destroyed without required approvals, there shall be no adjustment to the boundary or redesignation of these areas, and the Town and Region of Peel will require replacement or rehabilitation of the affected ecosystem features, functions and/or landforms.</p>	<p>An OPA is being submitted to redesignate a portion of the Subject Lands High Density Residential in accordance with Policy 5.7.3.1.2 and 5.7.3.1.5. A scoped EIS has been prepared by GEI Consultants Ltd which finds the previously disturbed site upon which development is proposed does not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. Given the small amount of vegetation proposed for removal, impacts on the overall quality and function of the vegetation communities are considered low. The proposed development will not damage or negatively impact the land designated EPA.</p>
<p>5.7.3.1.7 The expansion of existing settlement areas to include EPA will generally be discouraged unless it can be demonstrated that such an expansion would adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures.</p>	<p>Not applicable as a settlement area expansion is not required.</p>

Policy	Justification
<p>5.7.3.1.8 In order to facilitate environmental conservation and management, the Town generally discourages fragmentation of ownership of EPA lands and shall strive, through the planning process, to ensure that EPA lands are retained in larger privately or publicly owned blocks.</p>	<p>The Subject Lands, including the surface parking lot, will be wholly owned by the Retirement Residence.</p>
<p>5.7.3.1.9 It is not intended that all EPA lands shall be purchased or otherwise brought into public ownership, nor that all EPA lands shall be open and accessible for public use. However, it may be determined that certain EPA lands should be in public ownership or accessible to the public. In such cases, the Town, or other relevant agencies, shall explore options for bringing these lands into public ownership or providing appropriate public access to these lands.</p>	<p>Not applicable as the proposed surface parking lot, and remaining EPA lands, will be entirely owned by the Retirement Residence to the north.</p>
<p>5.7.3.1.10 Notwithstanding the inclusion of all valley and stream corridors in EPA, as outlined on Table 3.1, certain portions of the Humber River Valley Corridor, within the existing settlement area of Bolton, have not been designated EPA. These lands are subject to policies 5.7.3.1.11 to 5.7.3.1.14.</p>	<p>Not applicable.</p>
<p>5.7.3.1.11 Existing development, and new development/ redevelopment within the Bolton Special Policy Area shall be subject to the provisions of Sections 3.2, 5.10.4.5.11 and other relevant policies of this Plan.</p>	<p>Not applicable as the Subject Lands are not within the Bolton Special Policy Area.</p>
<p>5.7.3.1.12 External to the Bolton Special Policy Area, certain other portions of the Humber River Valley Corridor, within the settlement area of Bolton have not been designated EPA. This generally includes those existing, highly urbanized lands which are located between the floodplain and the valley wall. Existing development, and new development/ redevelopment within these lands shall be encouraged, or, where the process and circumstances permit, required, to adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures to the greatest extent possible, and shall also be subject to the applicable provisions of the Toronto Region and Conservation Authority (TRCA) Valley and Stream Corridor Management Program, or subsequent policy documents.</p>	<p>Not applicable as the Subject Lands are not located within the Humber River Valley Corridor.</p>
<p>5.7.3.1.13 Further to Section 5.7.3.1.12, proponents of new development and redevelopment within these lands may be required to complete appropriate environmental studies investigations, up to, and including, an EIS and MP, pursuant to Section 5.7.3.7, prior to approval of the development proposal. The need for such studies shall be determined jointly by the Town, the TRCA and other relevant agencies.</p>	<p>Not applicable as the Subject Lands are not located within the Humber River Valley Corridor.</p>

Policy	Justification
<p>5.7.3.1.14 Further to Sections 5.7.3.1.12 and 5.7.3.1.13, certain restrictions/conditions may be placed on new development and redevelopment within these lands, in order to satisfy the Town's ecosystem principle, goal, objectives, policies and performance measures, as well as those of the TRCA and other relevant agencies, to the greatest extent possible. Such restrictions and requirements shall be implemented as a condition of development approval of the Town.</p>	<p>Not applicable as the Subject Lands are not located within the Humber River Valley Corridor.</p>
<p>5.7.3.1.15 Through future municipal planning initiatives, the Town may determine, upon consideration of all relevant planning factors, that specific, developed portions of existing settlement areas, which are located within a valley and stream corridor, should be placed in a land use designation other than EPA. In such instances, appropriate land use designations and policies shall be developed for these lands in consultation with the relevant agencies. Such policies and designations shall address environmental and natural hazard issues to the satisfaction of the Town and other relevant agencies and shall be subject to an appropriate approvals process.</p>	<p>Not applicable.</p>
<p>5.7.3.1.16 Notwithstanding the inclusion of all Oak Ridges Moraine Key Natural Heritage Features and Hydrologically Sensitive Features and their related Minimum Vegetation Protection Zones within EPA, as outlined in Table 3.1, the EPA boundaries within the Caledon East Secondary Plan Area, as shown on Schedule D, have been established on the basis of the Caledon East Comprehensive Environmental Impact Study and Management Plan, prepared as part of the Secondary Plan process. As a result, the EPA designations on Schedule D Caledon East Land Use Plan do not include the Minimum Vegetation Protection Zones associated with Oak Ridges Moraine Key Natural Heritage Features and Hydrologically Sensitive Features as specified on Table 7.1. The precise location of EPA and the need for and width of any Minimum Vegetation Protection Zones shall be determined on a site-specific basis through an EIS and MP prepared in accordance with Sections 5.7.3.7 and 7.10.5.1.6, and shall be guided by the recommendations of the Caledon East Comprehensive EIS and MP.</p>	<p>Not applicable as the Subject Lands are not located within the Caledon East Secondary Plan Area.</p>

5.6 - Institutional

Section 5.6 of the COP provides policy direction for lands designated *Institutional*. Although the enclosed OPA seeks to redesignate the Subject Lands to *High Density Residential*, the enclosed Zoning By-law Amendment seeks to rezone the Subject Lands from EPA to *Institutional (I-571)*. As such, the *Institutional* policies of the COP are considered below.

According to Policy 5.6.1, the Institutional Objectives of the COP include:

- a) *To ensure that adequate institutional, educational and cultural facilities for all interest groups can be provided; and,*
- b) *To ensure that programs established by the Town, in regards to community services, meet the requirements of all citizens.*

A key objective of the *Institutional* policies of the COP is ensure that adequate facilities are provided for all groups, including senior citizen homes. According to Policy 5.6.2.1, *“the predominant use of land designated Institutional shall be for institutional purposes and shall include schools, hospitals, medical offices, government buildings, libraries, senior citizens homes, day care centres, cemeteries and places of worship.”* Policy 5.6.2.3 states that *Institutional* uses shall have adequate parking with access points limited in number and designed in a manner which shall minimize the danger to pedestrian and vehicular traffic.

The proposed development conforms to the *Institutional* policies of the COP by providing additional parking spaces for an existing Retirement Residence, which is considered an *Institutional* Use according to Policy 5.6.2.1.

5.9 – Transportation

The COP adopts a comprehensive transportation planning approach and emphasizes the need to optimize the available existing transportation facilities in addition to the envisioned improvements in the Road Network, and other elements of transportation. The following transportation policies are applicable to the proposed development:

5.9.3 Objectives

5.9.3.6 *To optimize the use of the Town’s transportation infrastructure and services.*

5.9.3.8 *To ensure that vehicular parking facilities are compatible with adjacent land uses, appropriately located, and adequate to support future parking demand.*

5.9.4 Polices

5.9.4.3 *This Plan recognizes that the primary mode of individual travel during the plan period will be the automobile although the Town shall endeavour to provide for a holistic transportation system comprising all modes and related elements.*

5.9.5 Transportation System

5.9.5.8 Parking Management

5.9.5.8.1 *The Town will ensure adequate off-street parking facilities are provided to meet the parking demands generated by various lands uses, and furthermore:*

- a) *The Town will specify standards for off-street parking requirements for each land use type within the implementing Zoning By-law.*

The proposed development represents an efficient and compatible form of development with adjacent uses as the parking lot will support the operations of the Retirement Residence. The proposed development serves as an appropriate location for a vehicular parking facility given the identified need for additional parking to support the Retirement Residence for residents, visitors, and employees. Further, the use of the Town's existing road network will facilitate the efficient movement of residents, visitors, and employees to and from the Retirement Residence.

5.10 – Settlements

Section 5.10 describes the hierarchy of settlements within the Town and establishes the intended role and function as well as general and specific policies for each of the settlements within the Rural System. The proposed development is located within a Rural Service Centre and the following settlement policies are applicable:

5.10.2 Objectives

- a) *To foster and enhance the distinct community character of settlements in the Town.*
- c) *To provide for orderly and efficient residential, commercial and industrial growth within settlements.*
- d) *To ensure that adequate institutional, educational, recreational and cultural facilities are provided.*
- g) *To promote safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment.*

5.10.3 General Policies

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

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

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

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

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

5.10.3.8 The Town will endeavour to ensure, in consultation with the Region of Peel, that water and sewer services are planned, developed and utilized in an efficient manner, and the Town, in consultation with the Region of Peel, may impose conditions on servicing, including placing time limits on approvals that reserve servicing capacity.

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

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

5.10.3.23 *Adult lifestyle and retirement projects will only be permitted in Rural Service Centres and Villages. Appropriate community, health and social services must be available, and applications for these proposals will generally include:*

- d) *A transportation/transit plan related to the residents' needs, both short and long-term;*

5.10.4 – Rural Service Centres

5.10.4.1 *Rural Service Centres are designated as the primary growth areas for the planning period. In order to provide services in an efficient manner to the large geographical area that comprises the Town, the Rural Service Centres will be the focus for the majority of new residential and employment growth as well as the focus for the provision of a wide range of goods and services for residents of the Town.*

Rural Service Centres are compact, well-integrated rural towns on full piped water and sewer services. A wide range of commercial, employment, recreational, institutional, and other uses and community services will be developed and permitted in these settlements to serve both the needs of residents within the settlement, and to residents in other areas of the Town.

The proposed development is located within an existing Built-up Area of the Rural Service Centre in Bolton and is therefore an appropriate location for development. The proposed surface parking lot is located directly south of an existing Retirement Residence on land that is currently vacant and therefor represents an orderly and efficient development pattern. Pedestrian connections, lighting, and landscaping features have been incorporated into the design of the parking lot to ensure safe connections to the surrounding area and to enhance the community character of the area. In our opinion, the proposed development conforms to the Settlement policies and Rural Service Centre policies of the COP.

Summary

The proposed development conforms to the policies within the Town of Caledon Official Plan as it provides for a compatible form of development within the existing Built-up Area of the Rural Service Centre. The proposed development contributes to a diversity of land uses within a Rural Service Centre and will support an existing use that accommodates people at all stages of life. The additional parking facilities will be used by residents, visitors, and employees of the Retirement Residence and will improve access and accessibility for older persons within the community. The proposed development will make efficient use of the surrounding transportation infrastructure including the existing road network, providing residents, visitors, and employees with access to a larger multimodal transportation network to and from the Retirement Residence. Further, no long-term environmental harm is anticipated as the parking lot has been designed to efficiently use land with minimum impact on the surrounding area and natural heritage functions on the site as maintained by the EIS.

8.7 TOWN OF CALEDON DRAFT OFFICIAL PLAN (FEBRUARY 2024)

The Town of Caledon is undertaking an Official Plan Review which began in coordination with the Region of Peel Municipal Comprehensive Review and Official Plan Review processes. The draft Future Caledon Official Plan (the “draft OP”) was prepared to conform with the 2020 Provincial Policy Statement and 2019 Growth Plan for the Greater Golden Horseshoe, as amended. A final draft of the Future Caledon Official Plan is anticipated to be recommended for Council adoption in March 2024.

Based on the latest version of the draft OP, released in February 2024, the Subject Lands are located within the *Urban Area* according to proposed Schedule B1 (Town Structure). According to proposed Schedule B4 (Land Use Designations), the 1978 Official Plan (2018 Consolidation) is still applicable, which designates the Subject Lands *Environmental Policy Area*. The following sections provides an analysis of the Town of Caledon Draft Official Plan, which is relevant but not determinative to the proposed development.

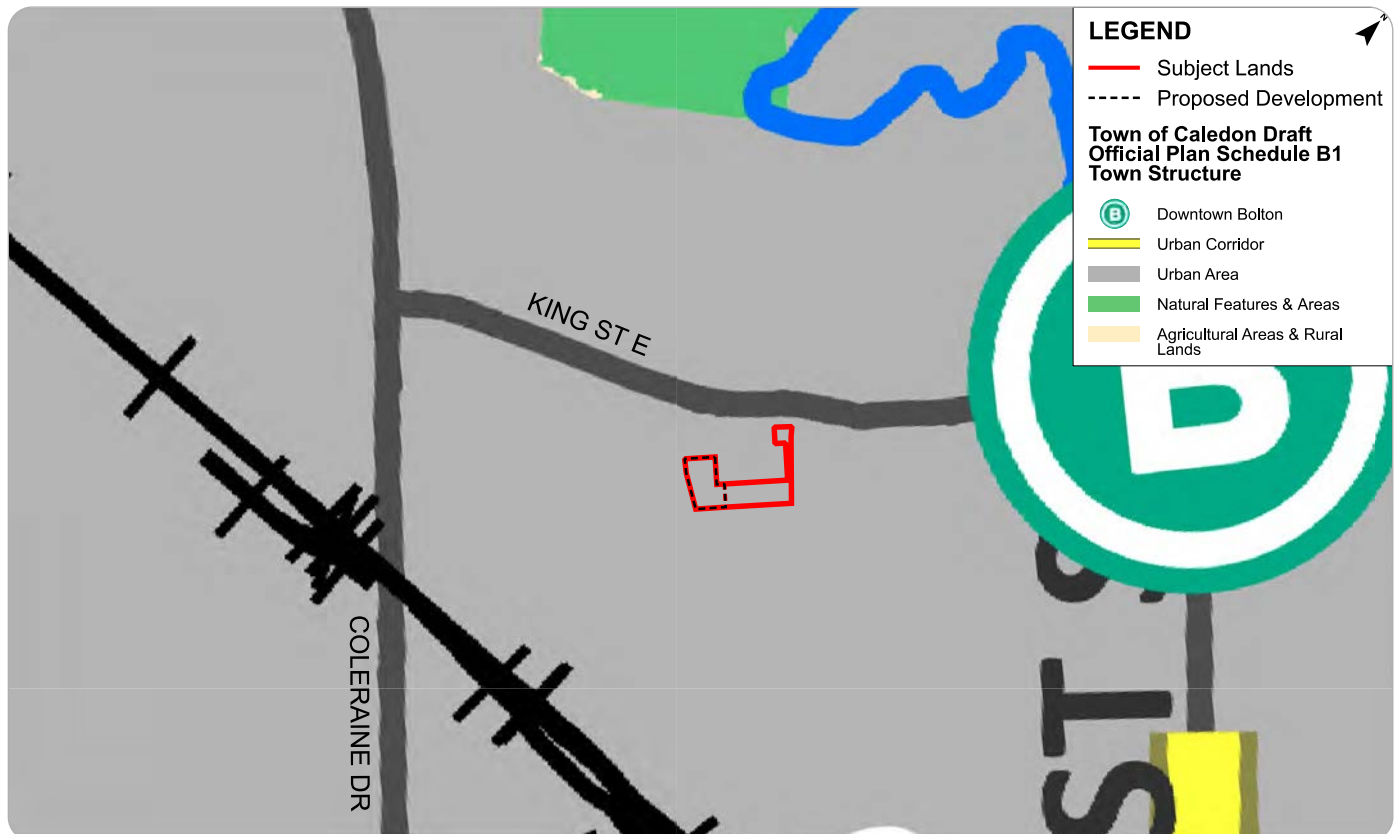


Figure 13: Town of Caledon Draft Official Plan – Schedule B1 (Town Structure)

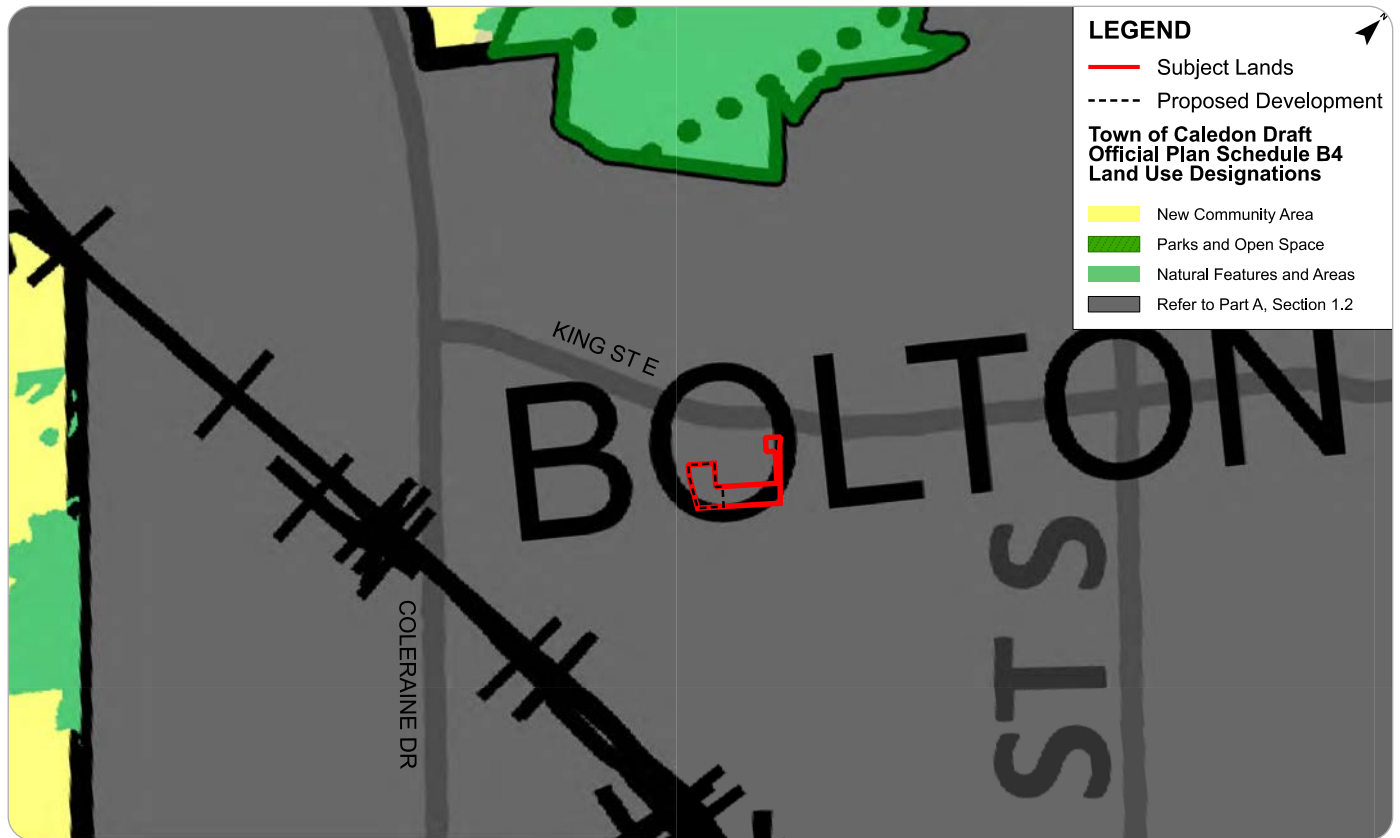


Figure 14: Town of Caledon Draft Official Plan – Schedule B4 (Land Use Designations)

3.0 – Town Structure

Chapter 3 of the draft OP establishes a community planning structure comprised of an Urban System, a Rural System and a Natural Environment System as shown on proposed Schedule B1 (Town Structure). The Subject Lands are located within the Urban System. According to policy 3.1.3 if the draft OP,

The Urban System, also referred to as the Urban Area, includes the communities of Bolton, Mayfield West, Caledon East and undeveloped new urban land that was approved through the Region of Peel Official Plan in 2022 (2051 New Urban Area, shown on Schedule B2, Growth Management). It is within this area that most population and employment growth will occur over the next thirty years and beyond. The Urban Area is identified on Schedule B1, Town Structure.

4.0 – Growth Management

Chapter 4 of the draft OP outlines the Town’s growth management strategy. The Town’s population and employment is expected to significantly increase in the next 30 years in accordance with Provincial Plans and policies, and the Region of Peel Official Plan. This growth is predominantly planned to be accommodated occur within the Urban Area where full municipal services are available or planned. It is within this area that the Town will require that all planning decisions contribute to the establishment of complete communities that are well designed, transit-supportive, offer a variety of transportation choices and include a diverse mix of land uses in a compact built form. These communities will also be planned in a fiscally responsible manner, to accommodate people at all stages of life, have an appropriate mix of housing, a good range of jobs, high quality open spaces and easy access to retail and public service facilities.

Section 4.1 of the draft OP outlines minimum forecasts to direct and manage growth to 2051 and section 4.2 of the draft OP outlines intensification policies. These policies include:

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.

4.2.3 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 Town of Caledon is forecasted to accommodate a population of 300,000 people by 2051. To accommodate the projected growth, the Town places an emphasis on intensification within the Urban System and Built-up Areas to maximize the efficiency of existing infrastructure, human services and transportation infrastructure. The population forecast for 2051 will include a growth in the population of older adults, which will require infrastructure and public service facilities to meet their needs. Although the proposed development does not provide direct housing, the proposed surface parking lot will be used by residents, employees and visitors of the Retirement Residence to the north. The parking lot will be located on land that is currently vacant and represents a compact and efficient use of land.

As such, the proposed development conforms to the Growth Management policies of the draft OP.

7.0 – Design

Chapter 7 of the draft OP outlines design policies to guide development within the Town. Design excellence is to be achieved by planning the built form and its surroundings to create a positive relationship between streets, streetscapes, public spaces, landscapes, and buildings. The following policies are intended to promote a high-quality design in the private and public realm to enhance the comfort, accessibility, and aesthetics of the built environment and to build healthy communities:

7.1 Objectives

The planning objectives for design are as follows:

- b) support and achieve a high standard of urban design to help create healthy complete communities that are accessible, walkable, attractive, thriving, innovative and inclusive;*
- c) promote and recognize excellence in innovation in architecture, urban design, sustainable building design and landscape architecture;*
- d) prioritize reuse, flexibility, adaptive building design, site design, community design and public realm design;*
- e) create a built environment of human scale that respects, conserves and enhances cultural heritage resources, natural features and areas, important viewsheds, community character and streetscape in all aspects of design;*
- f) design individual site elements, buildings, structures and spaces to have mutually supportive relationships with one another and with other overall urban fabric and interrelated networks and systems;*

7.2.3 All development in the Urban System will:

- a) *achieve a high-quality public realm, architectural design, prioritize sustainability and contribute to a high quality of life; and,*
- b) *adhere to the design policies in Part F, Urban System.*

The proposed surface parking lot will provide 15 trees and a variety of shrubs and ground cover around the edge of the parking lot. In addition, a seating area has been strategically located at the northern edge of the parking lot provides additional outdoor space for residents and employees of the Retirement Residence. This also provides a transition between the parking lot and the Retirement Residence and ensures both uses are integrated and cohesive.

7.7 Site Design

7.7.1 The Town will ensure that the design objectives of this Plan are achieved through the design of new sites and redevelopment of existing sites. Through the Site Plan Control Process, the Town will:

- a) *consider individual site elements to improve the aesthetic quality of the development from the public realm, adjacent properties and on the development site;*
- b) *ensure safe, comfortable and functional on-site and off-site circulation for all modes of transportation;*

A Site Plan Control application will be submitted a later date at the appropriate time, which will ensure the proposed development meets the intent of the Site Design policies. As shown on the enclosed Site Plan and Landscape Plan prepared by Alexander Budrevics and Associates Limited, the proposed parking lot has been designed to improve the public realm of the area.

7.7.4 Lighting

- a) Lighting will be internally oriented within a property to minimize glare and light pollution on adjacent properties, environmentally protected areas or public streets. Dark sky compliant lighting fixtures, and smart lighting solutions that reduce lighting requirements will be encouraged.
- b) Lighting of street rights-of-way will provide a safe level of illumination onto the roadway and sidewalks.
- c) Human-scaled or low-level lighting should be provided in locations with high levels of pedestrian activity including, but not limited to, pathways, transit stops and stations, parks, schools and other public buildings and spaces.

A lighting and photometric plan has been prepared in support of the OPA and ZBA application which demonstrates appropriate lighting with no excessive darkness or light spillage.

7.10 Parking

7.10.2 Where an above-ground structured parking facility is deemed appropriate by the Town, it should be screened from view from the public realm with façades of high-quality architectural design and landscaping treatments. Street-related uses should be included at grade, where appropriate, to contribute to an active pedestrian realm.

7.10.3 Surface parking areas should generally be located on site at the rear or side of buildings and not between the front of a building and the street.

7.10.4 Surface parking areas should incorporate planted landscaped areas that:

- a) *clearly define vehicular and pedestrian circulation routes;*
- b) *are sufficiently sized to support the growth of trees and other vegetation;*

- c) *effectively screen parked vehicles from view from the public realm; and,*
- d) *provide shade, wind break, and visual relief from hard surfaces.*

The proposed development has been designed to be compatible with the Retirement Residence to the north. Access from the parking lot to the existing Retirement Residence will be provided by a concrete sidewalk ramp leading to stairs located at the northwest corner of the site, down to Station Road. The proposed landscaping surrounding the site will enhance the appearance of the intersection of Station Road and King Street West, allowing appropriate transition to adjacent uses. Accessible seating and walkway paths will be provided at the northern edge of the parking lot within an activated landscaped area thereby encouraging a sense of place and promoting a well-designed built form.

11.0 – Transportation

Chapter 11 of the draft OP outlines the Town’s transportation related policies. The Town of Caledon has developed transportation policies to ensure high quality mobility options are available to users of all ages, abilities and income levels. The Town recognizes that over half of Caledon’s greenhouse gas emissions are attributed to transportation. This includes commuters, commercial vehicles, and trucks. A sustainable and low-carbon transportation system is crucial for realizing the Town’s objective of net-zero emissions by 2050 and supporting the Federal Government’s commitment of 100 per cent zero-emission vehicle sales by 2035. To reach sustainability targets and net-zero emissions, the Town intends to reduce single occupant vehicle dependency by supporting and promoting sustainable modes through:

- efficient local and inter-regional transit connections;
- the introduction, implementation and periodic update of an Active Transportation Master Plan;

- people-first complete streets design principles;
- parking strategies that balance modal choice objectives with operational needs;
- support for carpooling and carsharing initiatives; and,
- support for the use of zero-emission vehicles through the implementation of more electrical vehicle charging infrastructure

The planning objectives for transportation are as follows:

- 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;*
- g) *work with the Region to develop a strategic goods movement network to ensure efficient movement of goods and services within and through the Town;*

8.8 BOLTON SECONDARY PLAN

- h) develop a transportation system that minimizes the impact of heavy truck and commuter traffic on residential areas;*

It is recognized that a central goal of the draft COP with respect to transportation is sustainability and creating a transportation network that reduces automobile dependence. These objectives are an extension of the draft COP's climate change objectives, which are outlined in Chapter 5 of the draft COP. These policies also recognize that climate mitigation and adaptation measures are taken holistically across the Town and will be transitioned over time. The proposed surface parking lot will support an existing use that currently relies on automobile transportation. In recognition of the Town's sustainability objectives, the proposed development incorporates landscaping features and tree planting measures to support climate change mitigation goals.

Summary

The proposed development conforms to the policies within the Town of Caledon Draft Official Plan as it provides for a compatible form of development within the existing Built-up Area of the Urban Area. The Retirement Residence provides 140 units of specialized residential accommodation for seniors and employees up to 21 staff members during the peak day period. The proposed development provides a compatible use to the Retirement Residence as it will provide older adults who receive accommodation with added accessibility. Further, the proposed development will support the operations of the existing road network and provide additional parking facilities for residents who are able to take short vehicle trips to nearby destinations while facilitating the efficient movement of residents as well the families and caregivers of those residents. Further, no long term environmental harm is anticipated as the parking lot has been designed to efficiently use land with minimum impact on the surrounding area and natural heritage functions on the site as maintained by the EIS.

On December 12, 2023, the Town of Caledon initiated the Bolton Secondary Plan Review which will prepare a planning framework to guide built form and land use decisions in Bolton to the 2051 planning horizon. The review will occur over the span of approximately 14 months and will be divided into four phases, with the structure and land use designations being explored further as part of the background studies in phase 1B. Currently, the review is in Phase 2 - Visioning and Planning Alternatives.

8.9 TOWN OF CALEDON ZONING BY-LAW 2006-50

The Town of Caledon Zoning By-law 2006-50 zones the Subject Lands *Environmental Policy Area 1 (EPA 1-573)* which permits environmental management, farms, forest management, non-intensive recreation, and flood and erosion control uses. A Zoning By-law Amendment is required to permit the proposed surface parking lot and to establish site-specific provisions.

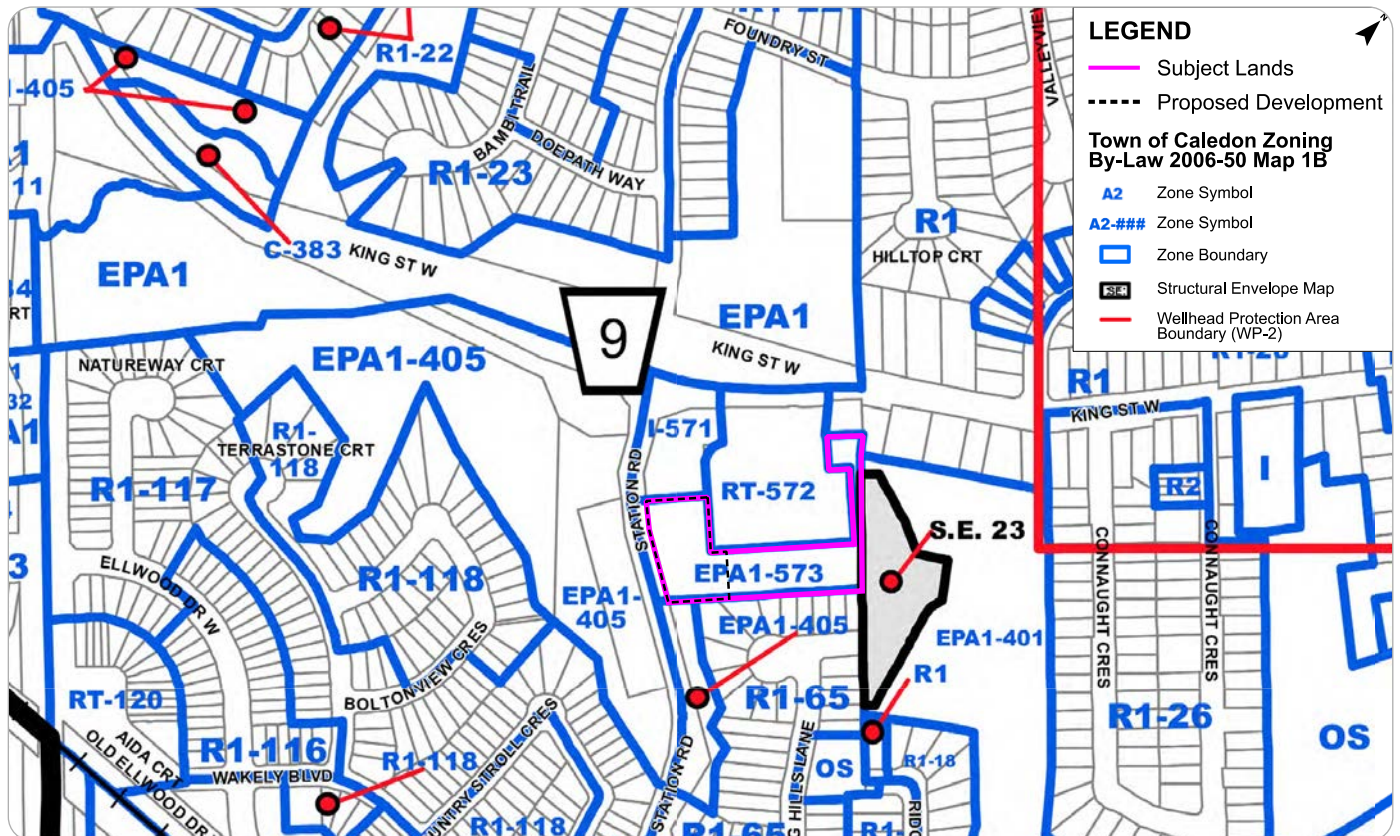


Figure 15: Town of Caledon Zoning By-law 2006-50 Map 1B

9. PLANNING ANALYSIS AND JUSTIFICATION

9.1 PROVINCIAL POLICY CONTEXT

The Subject Lands are located within a settlement area with a delineated built boundary and therefore represents an appropriate location for growth and development (PPS Policy 1.1.3, Growth Plan Policy 2.21). The proposed development of a surface level parking lot will support the operations of the adjacent Retirement Residence and improve the access and accessibility of residents, employees, and visitors of the Retirement Residence, which supports the Provincial objectives for residents to age within their community. The PPS and Growth Plan direct that an appropriate mix of uses, including institutional and employment uses, be developed to meet long-term economic needs. Although the proposed development will not provide direct employment opportunities, it will support the operations of the existing Retirement Residence by providing additional parking spaces for staff members. The need for additional parking supply has been identified to support an increased demand for parking. Provincial Policy also encourages a range and mix of housing typologies and densities to meet the current and projected needs of Ontarians. The housing options include requirements for an aging population and older adults such as retirement facilities. While the proposed development does not directly provide housing, it will serve the existing Retirement Residence which provides 140 units of specialized residential accommodation. The proposed parking lot will provide additional parking spaces for residents, visitors, and employees of the residence and support the operations of the existing Retirement Residence.

9.2 COMPLETE COMMUNITY

The proposed development has been designed with a high regard for urban design and place making. The landscape area with seating is located along the northern edge of the parking lot and will provide a transition from the Retirement Residence to the surface parking lot, provide additional outdoor amenity space for the Retirement Residence, and ensure that both uses function in a cohesive and unified manner. Additional landscaping is provided in the form of trees, shrubs, and grass and will cover approximately 30% of the parking lot. Access between the Retirement Residence and parking lot has also been designed to ensure pedestrian movement is safe and comfortable. These design elements will ensure the larger block is well designed, has a sense of place, and contributes to a complete community within the Bolton Rural Service Centre.

It is recognized that the proposed development does not provide direct housing or employment opportunities. Instead, the surface parking lot will provide additional parking for residents, employees and visitors of the existing Retirement Home to the north. The Retirement Residence provides an important function within the Bolton Rural Service Centre as it allows residents to age in their community and provides employment opportunities in the Town. These are key policy objectives of the PPS and Growth Plan as discussed above. The Retirement Residence has identified a need for additional parking supply to ensure the viability of its operations, which provides 140 units of specialized residential accommodation for seniors and employs up to 21 staff members during the peak day period. While the 21 staff member are employed directly by the Retirement Residence, the residents often require additional support that provide specialized services and additional parking spaces are required.

The proposed development will support the operations and functionality of the Retirement Residence, which supports the principles of complete communities.

9.3 NATURAL HERITAGE

The Subject Lands are zoned *Environmental Policy Area 1* (EPA 1-573) according to site specific Zoning By-law Amendment RZ 08-14 and OMB Order PL090390, which permits environmental management, farms, forest management, non-intensive recreation uses. The enclosed Zoning By-law Amendment seeks to rezone a portion of the *Subject Lands Institutional (I-571)*, which is the Zoning designation for the Retirement Residence to the north. As the proposed surface parking lot will provide additional parking for resident, employees, and visitors of the existing Retirement Residence, it is logical to extend the zoning of the Retirement Residence to include the proposed parking lot. The Scoped Environmental Impact Study prepared by GEI concludes the Subject Lands do not provide wildlife habitat, or contain any significant natural features, key natural heritage features or key hydrologic features. There are no Significant Wetlands, Significant Coastal Wetlands, Significant Woodlands, Significant Valleylands or Significant ANSIs, key natural heritage or key hydrologic features identified in the Town of Caledon Official Plan located within the Subject Lands. Given the small amount of vegetation proposed for removal, impacts on the overall quality and function of the vegetation communities are considered low. Further, there are no expected impacts to the potentially significant woodland or Jaffery's Creek, which are located approximately 30 metres away from the Subject Lands. As such, the redevelopment of the Subject Lands is not expected to result in negative impacts to environmental feature types. This is consistent with Section 2.1 of the PPS and conforms to Section 4.2 of the Growth Plan, Chapter 2 and 5 of the Regional Official Plan, and Section 3.1, 3.2, and 5.7 of the Caledon Official Plan.

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10. CONCLUSION

The proposed development contemplates a surface parking lot comprised of 96 parking spaces, including two barrier-free spaces that will provide additional parking for resident, visitors, and employees of the existing Retirement Residence to the north. As demonstrated in this report, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications represent good planning.

The proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan, the Region of Peel Official Plan, and the Town of Caledon Official Plan. The proposal meets the general intent of the Town of Caledon Official Plan as it will provide direct support to a use that provides housing diversity and employment opportunities in the Town.

Furthermore, the Functional Servicing and Stormwater Management Report prepared by GM BluePlan notes that the site will provide adequate stormwater capacity through the proposed stormwater facilities for the development. The post-development flow rates have been attenuated to be less than or equal to the allowable release rates. To minimize the transport of sediment off-site during construction, a slit fence will be installed along the property boundary in all locations where run-off is anticipated to discharge from the site to adjacent lands.

The Scoped Environmental Impact Study (EIS) prepared by GEI indicate that there are no natural heritage features such as wetlands, woodlands or Natural Heritage Systems present within the Subject Lands. Given the location of the potentially significant woodland and Jaffery's Creek, which are approximately 33 and 31 metres from the Subject Lands respectively, there are no anticipated impacts to the potentially significant woodland or any features of the creek.

It is our opinion that the proposed development should be approved as presently contemplated. The proposed applications are consistent with the PPS and conform to the hierarchy of applicable land use planning policies and regulations. It is our opinion that based on the area context, and applicable policies that the applications represent good land use planning and should be approved.



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