
Planning Justification Report

IN SUPPORT OF

**Proposed Official Plan and Zoning By-Law
Amendment**

14245 Highway 50, Town of Caledon

PREPARED FOR:

Columbia Square Inc.

PREPARED BY:

Glen Schnarr & Associates Inc.

700-10 Kingsbridge Garden Circle Mississauga, ON LSR 3K6

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Contents

1.0 Introduction	2
2.0 Site Description and Surrounding Land Uses	2
3.0 Proposed Development	3
4.0 Land Use Policies	4
4.1 Provincial Planning Statement (2024)	4
4.2 Region of Peel Official Plan (April 2022)	8
4.3 Town of Caledon Official Plan	13
4.4 Future Caledon Official Plan	21
5.0 Draft Official Plan Amendment	22
6.0 Draft Zoning By-law Amendment	23
7.0 Supporting Studies	24
7.1 Environmental Noise Report (March 2024)	24
7.2 Traffic Impact Study (March 2025)	24
7.3 Urban Design Brief (March 2025)	25
7.4 Functional Servicing and Stormwater Management Report (February 2025)	25
7.5 Geotechnical Report (March 2024)	25
7.6 Hydrogeological Investigation Report (March 2024)	25
7.7 Housing Assessment (April 2024)	26
8.0 Conclusion	26

Appendix 1 – Draft Official Plan Amendment

Appendix 2 – Draft Zoning By-Law Amendment

Figure 1 – Aerial Photo

Figure 2 – Site Plan

1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by Columbia Square Inc. to assist in obtaining an Official Plan and Zoning By-law Amendment to support the approval of a mixed-use development for lands located at the northeast corner of Highway 50 and Columbia Way in the Town of Caledon.

The purpose of this report is to outline the nature of the proposed amendment and to evaluate the proposal in the context of the policies of the Provincial Planning Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the Town of Caledon Official Plan and Zoning By-law.

This Planning Justification Report has been updated from the version submitted with the original submission in January 2021. This report describes updates made to the Site Plan and how they conform to the applicable Planning Policy. Updates to the Environmental Noise Report, Traffic Impact Study, Urban Design Brief, Functional Servicing Report, Geotechnical, and Hydrogeological Reports have been made. A Housing Assessment Report has also been prepared to accompany this resubmission.

2.0 Site Description and Surrounding Land Uses

The subject lands are municipally known as 14245 Highway 50 and legally described as Part of Lots 11 and 12, Concession 7 (Albion), designated as Parts 2 and 5, Plan 43R-38843, Town of Caledon, Regional Municipality of Peel. The lands have a frontage of approximately 150 metres on Highway 50, a flankage of approximately 215 metres on Columbia Way and an area of approximately 3.31 hectares (8.2 acres).

As shown on Figure 1 (Aerial Photo), the subject lands are currently used for agricultural purposes, are not occupied by any buildings or structures and are relatively flat. An existing easement (Inst. No. PR1588476) in favour of the Dufferin Peel Catholic District School Board occupies the south-east portion of the property allowing for the construction and maintenance of a sidewalk, permission for pedestrian access, and for underground and overhead services. The existing surrounding land uses include:

North:	Agricultural uses and automotive repair centre (Albion Auto Centre)
East:	St. Michael Catholic Secondary School operated by the Dufferin Peel Catholic District School Board;
South:	2-storey townhouse dwellings with reverse frontage condition along Columbia Way and municipal recreation centre and senior's centre beyond; and
West:	Town of Caledon Works Yard and Humber Valley Trail system.

A GO Bus route runs along Highway 50 adjacent to the site with bus stops at the north-west and south-east corners of the Highway 50 and Columbia Way intersection.

3.0 Proposed Development

Columbia Square Inc. is proposing an amendment to the Town of Caledon Official Plan and Zoning By-law to allow the subject lands to be developed for a mix of residential and commercial land uses in a range of townhouse dwellings and apartment dwellings in both single-use and mixed-use buildings. As shown on Figure 2 - Preliminary Site Plan, the proposed Site Plan has been revised and is now comprised of a 3-phase development as follows:

- Phase 1: 11 Stacked Back-to-Back Townhouse Blocks containing 228 units;
- Phase 2: 393-unit, 10-Storey Mixed-Use Building with 1726 sq. m of ground floor commercial space
- Phase 3: 141-unit, 9-Storey building.

Phase 1 – Back-to-Back Townhouses

The proposed Back-to-Back Townhouses in Phase 1 are located within the north portion of the site with access and frontage onto Private Road B and Kingsview Dr. Each unit accommodates 1.5 residential parking spaces per unit: located in an underground parking garage. Visitor parking spaces are provided at 0.25 spaces per unit and are located underground. Private outdoor amenity space is provided for each unit by way of either a lower-level or roof-top patio. Waste collection will be provided through a centralized waste collection system.

Phase 2 - 10-Storey 393-unit Apartment Building

The proposed Building in Phase 2 is located within the south-east portion of the site and frames the corner Columbia Way and Kingsview Dr. Residential units are accommodated in Floors 2 through 10. Private outdoor amenity space is provided for each unit by way of private balconies. The ground level of the building accommodates auxiliary uses to the residential component including lobbies, mail rooms, locker rooms, waste storage, bike rooms, and loading areas.

Further, the ground level provides for 1,726 square metres of commercial floor space which can be configured into 2 or more tenant spaces. It is intended that a broad range of commercial uses be permitted including:

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|-----------------------------------|-----------------------------------|
| • Animal Hospital; | • Grocery Store; |
| • Art Gallery; | • Laundromat; |
| • Artist Studio; | • Merchandise Service Shop; |
| • Bakery; | • Personal Service Shop; |
| • Business Office | • Place of Assembly; |
| • Clinic; | • Public Use; |
| • Convenience Store; | • Restaurant; |
| • Day Nursery; | • Retail Store; |
| • Dry Cleaning or laundry outlet; | • Sales, Service and Repair Shop; |
| • Financial Institution; | • Training Facility; and |
| • Fitness Centre; | • Wellness Centre. |

Phase 3 - 9-Storey 141 Unit Apartment Building

A further 9-storey Apartment Building is proposed in Phase 3 and located within the south-west portion of the site, with direct frontage on Columbia Way and Kingsview Dr. Residential units are accommodated in Floors 2 through 9. Private outdoor amenity space is provided for each unit by way of private balconies. The ground level of the building accommodates auxiliary residential uses including a lobby, mail room, locker rooms, waste storage, bike storage, and amenity space.

Resident parking is accommodated in a common underground parking garage at a rate of 1.5 spaces per unit and visitor parking accommodated at-grade at a rate of 0.25 spaces per unit. Waste is stored on the ground level in a garbage room with an outdoor loading space.

Road Network and Pedestrian Circulation

Kingsview Dr is proposed to be extended north through the subject lands to provide future access to the site to the north. This allows for the effective development of the lands to the north as the Kingsview Dr extension will accommodate the necessary road access and municipal services required to service future development. Vehicular and Pedestrian Access is to be provided to the subject lands via Kingsview Dr and Highway 50. A full-moves intersection is to be provided at Columbia Way and Kingsview Dr and a right-in, right-out access to Highway 50. As per the Traffic Impact Study prepared by CGH the proposed site access is sufficient for vehicles (personal and delivery), along with waste management vehicles for both the commercial and residential portion.

Pedestrian walkways/sidewalks are also proposed along one or both sides of the internal private road with connection and access to potential future sidewalks along Highway 50 and Columbia Way.

4.0 Land Use Policies

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement was issued under section 3 of the Planning Act and came into effect on October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

The Provincial Planning Statement 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 Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The PPS is specific in its language but represents minimum standards for development in the Province. It is to be read in its entirety and to be read in conjunction with other Provincial plans. The PPS does not take precedence over other Provincial plans in the instance of a conflict. PPS policies may be complemented by locally generated policies regarding matters of municipal interest, and it is understood that municipal official plans are the most important vehicle for the implementation of the PPS and comprehensive, long-term planning.

Chapter 2 of the PPS provides policy direction focusing on Building Homes and Sustaining Strong and Competitive Communities.

Planning for People and Homes

Section 2.1.1 and 2.2.2 of the PPS, 2024 direct planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Halton Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. The Ontario Population Projections provides that, “census divisions with over 70% projected growth in number of seniors over 2022-2046 include: Waterloo, Wellington, Dufferin, Simcoe, Halton, Peel, York, Durham, Ottawa, Prescott & Russell.” More specifically, the suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2.1 million people between 2022 – 2046. Peel (62.6%), Halton (59.5%) and Durham (43.8%) are projected to grow faster than the average for Ontario.

Section 2.1.6 provides that “Planning Authorities should support the achievement of complete communities” by:

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

The PPS, 2024 defines “Complete Communities” as “places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”

The proposed development will promote efficient development patterns by contributing to the range of housing options that effectively use the developable land. The Subject Lands are currently underutilized and will further increase the number of housing units available in Caledon, improving the overall housing supply. The proposed development will introduce new residential dwelling options that are family sized and more affordable than traditional single detached dwellings in an area well served by surrounding employment, institutional, recreation, parks, and open space uses. The proposed development will also provide pedestrian and active transportation opportunities.

Housing

Section 2.2 of the 2024 PPS states that “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

1. *establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
2. *permitting and facilitating:*
 - a. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - b. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

The proposed development represents a compact built form on lands that are currently vacant and underutilized. The proposal will contribute to a range and mix of housing units that will assist the Town of Caledon in meeting its density targets in the Designated Greenfield Area.

3. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

The proposed development utilizes existing infrastructure, including municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities as discussed in the FSR prepared by Aplin and Martin (March 2025). The proposed development will promote an efficient compact development on a currently underutilized parcel of land within the urban area. The proposal will contribute to the market-based range of residential dwelling types to meet the long-term needs of residents.

Settlement Areas

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a. *efficiently use land and resources;*
 - b. *optimize existing and planned infrastructure and public service facilities;*
 - c. *support active transportation;*

- d. *are transit-supportive, as appropriate; and*
 - e. *are freight-supportive.*
- 3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
- 4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- 5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*
- 6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

The proposed development facilitates the development of underutilized lands within a Settlement Area. The proposed development represents efficient use of land, resources, and infrastructure. The proposed dwelling mix will diversify the housing stock in the surrounding area, traditionally occupied by single detached dwellings. The land use pattern proposed has been designed to utilize existing and planned infrastructure and services that will promote a cost-effective development pattern.

Sewage, Water and Stormwater

Chapter 3 of the PPS, 2024 provides policy direction related to “Infrastructure and Facilities” and is applicable to the Subject Property. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.6 of the PPS, 2024 outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the PPS, 2024 existing infrastructure and public service facilities are to be optimized, wherever possible, before developing new infrastructure and public service facilities. As such, the proposed development is planned to use existing municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Functional Servicing Report submitted in support of this application, prepared by Urbanworks (February 2025), the proposed development can be appropriately serviced. Existing services will be optimized and planned services will be available where additional capacity is required. Further, the Stormwater Management Report submitted in support of this application, prepared by Urbanworks (February 2025), demonstrates how stormwater will be appropriately managed.

Section 3.9 outlines guidelines for the planning and development of new public spaces, recreational areas, parks, trails, and open spaces. Designing public streets, spaces, and facilities should ensure safety and accessibility for people of all ages and abilities, including pedestrians. This approach aims to foster social interaction, encourage active transportation, and enhance community connectivity. The Urban Design Brief, prepared by MBTW (March 2025), submitted in support of this application discusses how the

proposed development has been planned in accordance with the Town of Caledon: Comprehensive Town-Wide Design Guidelines.

4.6 Cultural Heritage and Archaeology

2. *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*
3. *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*
4. *Planning authorities are encouraged to develop and implement:*
 - a. *archaeological management plans for conserving archaeological resources; and*
5. *Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.*

A Stage 1-2 Archaeological Assessment was completed by Amick Consulting (January 2022) for the Subject Lands and has been accepted into the Ministry's record. No Archaeological resources were identified, and no further study was recommended through the Stage 1-2 Assessment.

The above analysis of the applicable policies of the PPS, 2024 demonstrates that the Proposed Development is consistent with the PPS, 2024 by allowing for development, at an appropriate density, in an area served by existing infrastructure, respects natural heritage and ensures public safety.

4.2 Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the "Urban System" and Designated "Bolton Residential Expansion Settlement Area" in Schedule E-1 of the Regional Official Plan, respectively. The Regional Official Plan also contains Growth Management policies which implements the intensification policies of the Growth Plan. The subject property is designated Greenfield Area in Schedule E-2 The Growth Plan Policy Areas.

Urban System

Section 5.6 (Urban System) of the Regional Official Plan states that the Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. It includes lands identified and protected as part of the natural environment.

Objectives:

- 5.6.1 *To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.*

- 5.6.2 *To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.6.3 *To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.6.4 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.6.6 *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.*
- 5.6.9 *To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.*

Policies:

- 5.6.11 *Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.*
- 5.6.12 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.*
- 5.6.13 *Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.*
- 5.6.15 *Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*

The proposed development meets the objective of creating a sustainable and safe community while improving the quality of life through proper design and effective use of the built environment. This is achieved by making efficient use of land, infrastructure, and existing transit service and through the

development of mixed uses which are easily accessible to residents and visitors. The proposed development provides densities that are transit supportive and offer a diverse range of housing types for wide range of residents.

Designated Greenfield Area

Section 5.4.19 (Greenfield Density) states that part of Peel's growth will occur through greenfield development, known as the Designated Greenfield Area. The policy direction of the Growth Plan includes Designated Greenfield Area that contributes to complete communities to support sustainable transportation and provide public open space that supports these activities. The designated greenfield area must also provide for a diversity of land uses as well as efficiently use available lands and infrastructure. In order to achieve complete communities, the Growth Plan imposes a minimum density target that is not less than 50 residents and jobs combined per hectare on greenfield development. This measure is established to contribute to the creation of more compact, efficient and complete communities. The designated greenfield area in the Region will be in conformity with the Growth Plan.

Objectives:

- 5.4.19.1 To plan and designate greenfield to contribute to complete communities.*
- 5.4.19.2 To achieve efficient and compact built forms within the Designated Greenfield Area that support walking, cycling and the early integration and sustained viability of transit services.*
- 5.4.19.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.*
- 5.4.19.4 To protect and enhance the natural environment and resources.*

Policies:

- 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:*
 - a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;*
 - b) rights-of-way for:*
 - i) electricity transmission lines;*
 - ii) energy transmission pipelines;*

iii) Freeways, as defined by and mapped as part of the Ontario Road Network; and

iv) railways.; and

c) Employment Areas (as shown on Schedule E-4); and

d) cemeteries.

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- Town of Caledon: 67.5 residents and jobs combined per hectare.*

5.4.19.9 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form

The proposed development achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of land uses and compact build form which supports active transportation and provides densities that are transit supportive. The development of the subject lands optimizes the use of land in the designated greenfield area. The proposed development contributes to the achievement of a complete community and accommodates greenfield growth to support the Region's economy.

Growth Management – Intensification

Section 5.4.18 (Intensification) discuss how the Growth Plan sets out requirements for ensuring that intensification occurs in the Greater Golden Horseshoe. In accordance with the Growth Plan, the Peel Official Plan directs a significant portion of new growth to built-up areas, and promotes compact urban form, intensification and redevelopment. Forms of intensification include redevelopment (including the reuse of brownfield sites), the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. All of these types of development can occur within areas already equipped with infrastructure and services. To measure intensification, the Growth Plan requires that a minimum of 50 per cent of all residential development occurring annually within the Region will be within the Delineated Built-up Area.

To support the achievement of the minimum intensification target, the Growth Plan requires Strategic Growth Areas be identified as the key focus for intensification development. This Plan recognizes the

importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan.

The Regional Official Plan also contains a list of intensification objectives under Section 5.4

- 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.*
- 5.4.18.4 *To intensify development on underutilized lands.*
- 5.4.18.5 *To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.*

The proposed development achieves the intensification objectives of the Region as the proposed townhouses and apartments and mixed-use building represent a compact and efficient urban form. The proposed development intensifies development on underutilized lands, optimizes the use of existing infrastructure and services and reduces dependence on the automobile through transit-supportive and pedestrian-friendly design. The proposal optimizes the intensification opportunity on the subject lands and provides an intensified housing form which is appropriate in the context of the surrounding area and contributes to the mix of land uses in the area.

A Housing Assessment report accompanies this PJR. In this report it is discussed how the proposed development will introduce a diverse mix of housing that include townhomes and apartment units. These housing types diverge from what is currently available in the surrounding community. This will allow for a more diverse range of residents and introduce more affordable options. At this time the proposed development only contemplates market rate units.

Table 4 “Peel-Wide New Housing Unit Targets” of the Region of Peel Official Plan contains various targets for affordability, rental units, and density. With regard to density, the Region is targeting that 50% of all new housing units be in forms other than detached and semi-detached houses. The proposed amendment meets and exceeds the Region’s density target as 100% of the proposed housing forms are in townhouse and apartment forms. The proposed amendment also contributes to the Region’s affordability and rental targets through the provision of smaller dwelling units which provide for a greater range of affordability in the area and provide rental opportunities through the secondary rental market.

In our opinion, the proposed development conforms to the Region of Peel Official Plan and an amendment to the Regional Official Plan is not required.

4.3 Town of Caledon Official Plan

The Town of Caledon Official Plan is a statement of principles, goals, objectives and policies intended to guide future land use, physical development and change, and the effects on the social, economic, and natural environment within the Town of Caledon.

Energy Efficient Housing

Section 3.5.3.9 of the Official Plan lays out the below objectives to promote energy efficient and environmentally friendly housing. The Urban Design Brief that accompanies this PJR provides more details about the proposed building materials and equipment. Special consideration has been made to ensure sustainable materials and energy efficient equipment is used.

- 3.5.3.9.1 *The Town shall promote and foster energy efficient housing in new development, redevelopment and intensification.*
- 3.5.3.9.2 *The Town shall work with development interests and home builders through the planning approvals process to promote the adoption of additional green standards beyond the minimum required by the Ontario Building Code to support energy conservation and energy efficient housing.*
- 3.5.3.9.3 *The Town may consider developing and implementing guidelines for energy efficient housing in collaboration with appropriate agencies and stakeholders.*

Town Structure and Growth Management

A key element of the Town's structure includes a hierarchy of settlements including Rural Service Centres, Villages, Hamlets and Industrial/Commercial Centres. The subject lands are located within a Rural Service Centre which is intended to be a compact, well-integrated rural town on full piped water and sewer services.

Section 4.1.1.3.1 of the Official Plan states:

"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 proposed development supports the Town's planned community structure as the development for a range of housing and commercial uses contribute to the Town's residential and employment growth and provide for goods and services within an area that has existing municipal services and can support such growth.

Section 4.1.8 of the Official Plan includes policies related to community form and complete communities and states that

“Communities built in designated Greenfield Areas are to be compact and transit-supportive”. Under this section, it is also the Town’s objective 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 proposed development contributes to and achieves the Town’s complete community objectives as the proposal represents a compact development form with transit- supportive housing which is designed to architecturally address the street frontages and promote walkability. The proposal offers transportation choices beyond the personal automobile by providing connections to existing transit stops, opportunities to connect to existing and future sidewalks. The proposal accommodates apartment dwellings which will have a barrier-free design and provide for a broader range of affordability which will accommodate people at various stages of life. The proposed commercial component will provide for jobs and easy access to retail and services to meet daily needs.

Section 4.2.2 of the Official Plan contains policies relating to growth management within Designated Greenfield Areas. It is the objective of the Town to

“optimize the use of the Designated Greenfield Area” and “to achieve compact urban forms within the Designated Greenfield Area”.

4.2.2.3.1 Development within the Designated Greenfield Area shall be designed to meet or exceed the minimum overall density of 42 residents and jobs combined per hectare

In our opinion, the proposed development both optimizes the use of and achieves compact urban form within the Designated Greenfield Area. The development of townhouse and apartment forms represent relatively compact urban forms which are appropriate within the context of the existing surrounding low rise / low density area and optimizes the use of existing commercial-designated lands by accommodating a mix of commercial and residential uses within mixed-use buildings. Per the Town of Caledon Development Charge Background Study completed in 2019 a townhouse unit can house 2.791 people and an apartment unit can house 1.791 people. Therefore, the proposed development can accommodate approximately 1,593 residents or 550 residents per net development hectare.

Land Use Policies – Commercial

5.4.3.5 The predominant use of lands designated as Commercial on Schedules B, B-2,C, C-1, C-3, C-6, D, E, N, R and T to this Plan shall be for commercial uses subject to the provisions of Sections 5.4.3, 5.4.4, 5.4.5, 5.4.6, 5.4.7, 5.4.9, 5.4.10, 5.4.11, and 5.10 of this Plan, provided that such uses are identified as commercial in an implementing Zoning By-law

- 5.4.3.9 *Unless otherwise specified in Section 5.4, 5.10, 7.3, 7.7 or 7.12, in areas designated commercial, mixed residential/commercial uses shall not be permitted.*

The Rural Service Center designation will be the focus of 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. The PPS, Growth Plan, and Region of Peel Official Plan promote the efficient use of land. The proposed mixed-use development represents an efficient use of land within the Rural Service Centre. These commercial uses will provide important services to future residents along with existing residents of the surrounding communities. With the re-designation of the lands from Commercial to Mixed-use, Sections 5.4.3.5 and 5.4.3.9 of the Official Plan will no longer apply.

Section 5.4.9 of the Official Plan contains general design policies for commercial development, as follows:

- 5.4.9.1 *All Commercial development permitted in Section 5.4, shall be subject to the following General Design Policies to ensure that the development will have a high standard of site and building architectural design, appropriate buffering from possible adjacent residential uses, a safe and efficient design for internal and external vehicular/pedestrian circulation, and an adequate supply of parking/loading facilities on-site including:*

- a) The architectural design and development of commercial districts shall encourage a variety of massing of commercial buildings, which shall be compatible with the scale of the surrounding community and shall discourage linear commercial strip development along roadways in commercial areas;*
- b) The development shall have, wherever possible, consolidated access/egress on the site and with adjacent development(s), and also an integrated parking and vehicular/pedestrian circulation. Vehicular access and egress points to and from commercial parking areas shall be limited in number, as specified in the implementing Zoning Bylaw, and shall be designed to minimize danger to pedestrian and vehicular traffic, and conflict with adjacent uses;*
- c) A high standard of landscape and streetscape features shall be provided for all commercial uses; and,*
- d) Adequate off-street parking and loading spaces are to be provided for all commercial uses.”*

The proposed development conforms to the general design policies as it avoids commercial strip development, accommodates consolidated access/egress together with the proposed residential uses and integrates parking and safe vehicular/pedestrian circulation. High quality landscaping and streetscape will be accomplished through landscaping elements such as plantings and hard surface materials and through the architectural building interface. The proposed development accounts for

required loading and the Traffic Impact Study prepared by CGH Transportation in support of the application demonstrates that the proposed development provides for adequate off-street parking.

Land Use Policies – Settlements

Section 5.10 of the Official Plan contains policies relating to the Town's Settlement Areas. As per the Town's Structure, Rural Service Centres (within which the subject lands are located) represent settlement areas within the Town. The Town's Settlement Area objectives relevant to the proposed development include:

Objectives:

- *To provide for orderly and efficient residential, commercial and industrial growth within settlements;*
- *To ensure that adequate institutional, educational, recreational and cultural facilities are provided.*
- *To encourage the concentration of industrial and commercial development with employment opportunities within settlements, with adequate provision of housing opportunities for the labour force; and*
- *To promote safe and secure communities and improvement of the quality of life through proper design and effective use of the built environment*

General Policies:

- 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.*
- 5.10.3.10 *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.*
- 5.10.3.13 *The potential for crime will be minimized through the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles*

In our opinion, the proposed development achieves the relevant Settlement Area objectives and policies as it provides for orderly and efficient residential and commercial growth within a settlement area, provides for employment opportunity and the provision of housing opportunities for the labour force. Mixed use developments promote safe and secure communities and contribute to healthy and sustainable development patterns within the Town. Further, the proposed development is adjacent to an existing regional transit stop. The proposed densities are transit supportive while creating demand for future transit investments that will benefit members of the existing community.

Further, the proposed amendment is supported by appropriate services, including transportation and municipal water and sanitary sewer services, as demonstrated by the Traffic Impact Study and Functional Servicing Report submitted in support of the application. Emergency services are available on Highway 50 within close proximity to the subject lands. The proposed development fits within the

low-density surrounding context as the subdivision to the south has a reverse-frontage condition along the south side of Columbia Way which provides opportunity to introduce alternative intensified housing forms without impacting existing neighbourhood character and streetscapes. The proposed 10-storey building respects the angular plane in relation to low-rise residential uses which is an appropriate tool to determine permissible building height in the context of surrounding sensitive land uses. The proposed density is appropriate as the site is located along a significant transportation corridor which provides GO Transit bus service and opportunities for future local transit service in the future. The design of the site implements CPTED concepts by maintaining visibility within and around the site and avoiding the creation of hidden areas.

Section 5.10.3.14 contains policies relating to residential intensification which states:

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

Section 5.10.3.14 generally promotes intensification of land within settlement areas. In our opinion, the subject lands are appropriate for the level of intensification proposed by the subject application. There are no significant environmental features or heritage resources on the subject lands and the proposed mix of apartment and townhouse dwellings is compatible in the context of the existing surrounding community as it is supported by the adjacent road network and transit stops, schools and recreational uses. The proposed development is supported by the existing and planned services and the mix of housing types contribute to the range and mix of housing within the area.

Land Use Policies - Bolton Rural Service Centre

The subject lands are located within the Bolton Rural Service Centre and are designated “Bolton North Hill Commercial Area” in the Town of Caledon Official Plan.

Section 5.10.4.5.5.5 discusses requirements for the Redevelopment of Mixed-Use commercial/residential uses:

- a) Commercial uses shall be restricted to the uses as provided for in Section 5.10.4.5.5.3, and as permitted in the implementing Zoning Bylaw;*
- b) Residential uses shall be confined to floor levels higher than the first level completely above finished grade;*
- c) Mixed-use development shall be identified in a separate classification in the implementing Zoning By-law;*

d) Development shall be compatible with the building form or characteristics, including style of construction and visual appearance, of the surrounding community/streetscape; and,

e) Prior to the rezoning of any lands within the Bolton South Hill Commercial designation, Council may require the preparation of a Traffic Study in order to assess the potential traffic impact associated with the proposed development, in relation to the local road network.

5.10.4.5.5.6 Proposals for redevelopment for Mixed-Use commercial/residential shall promote the enhancement of streetscapes, pedestrian and vehicular safety and connectivity between sites, and compatibility with adjacent land uses. Design guidelines may be prepared to provide more specific guidance for the development of Mixed-use sites within the Bolton South Hill Commercial Area.

Proposed commercial uses will adhere to those permitted in the Official Plan. The 14 storey building at the corner of Columbia Way and Highway 50 will have commercial uses at grade. The proposed development has been designed to ensure compatibility with surrounding uses. Lastly, a Traffic Impact Study has been prepared to accompany this submission.

Section 5.10.4.5.16 contains policies specific to the lands designated “Bolton North Hill Commercial Area”, as follows:

5.10.4.5.16.1 The lands located at the northeast corner of Regional Road 50 and Columbia Way comprising approximately 3.3 gross hectares (8.2 gross acres) shall be used for a food supermarket and ancillary retail purposes.

5.10.4.5.16.2 Notwithstanding other policies of this Plan, ancillary retail and service commercial uses include apparel, convenience and grocery stores; clinics, limited offices, personal services, pharmacies, banking, hair salons, dry cleaning, and restaurants.

5.10.4.5.16.3 The goal in designating this area for a food supermarket and ancillary retail uses is to serve the existing North Hill neighbourhood, while ensuring that the viability of the Bolton Core Commercial Area is maintained.”

The proposed development generally conforms to the goals of the Bolton North Hill Commercial Area designation as the proposed development contains a commercial component allowing for a wide range of retail and service commercial uses, including grocery store which is intended to serve the immediate community. However, the proposed residential component is not contemplated by the Bolton North Hill Commercial Area designation and therefore an amendment to the “Bolton North Hill Commercial Area” policies is required to allow for mixed uses. Further, as the proposed development is likely to accommodate a lesser amount of commercial floor space than what could potentially be accommodate in an all-commercial development, a Commercial Impact Study has been prepared by Tate Economics to support the development proposal. A summary of the findings is found in Section 5 of this Report.

Section 5.10.4.5.2. of the Official Plan also contains general policies in relation to various areas and sites within the Bolton Rural Service Centre. Section 5.10.4.5.2.8 states:

5.10.4.5.2.8 Housing development proposed on undeveloped or underdeveloped lands within the Rural Service Centres of Mayfield West and Bolton, including residential

intensification proposals, will be considered in the context of 5.10.3.27.8 a) and b).

Section 5.10.3.27.8 a) and b) states:

5.10.3.27.8 Within Residential Policy Areas, the predominant use of land shall be for low, medium, and high density residential uses. This residential development shall be permitted in accordance with the following:

a) Development will provide for a mix of housing types within the Rural Service Centres of Mayfield West and Bolton, based on the following housing types and net densities ranges; where net density is based on the land area proposed to be developed for residential uses, exclusive of public rights-of-way, parks, school sites, Environmental Policy Area, and Open Space Policy Area:

DENSITY CATEGORY	NET DENSITY RANGE	HOUSING TYPES
Low	up to 30 units/net hectare	Detached Multiples
Medium	30-44 units/net hectare	Detached Multiples
High	45-87 units/net hectare	Multiples Apartments

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

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

i) Low Density Housing:

- Generally located in the interior of neighbourhoods away from arterial roads;*
- adequately serviced by neighbourhood parks;*
- accessible to community facilities such as schools and recreational facilities.*

ii) Medium Density Housing:

- generally located on or in close proximity to collectors and arterial roads;*
- used as a transition between low density and higher density areas;*
- located close to or adjacent to parks, schools, open spaces, and commercial facilities.*

iii) High Density Housing:

- located either on or in close proximity to arterial or collector roads;
- located closer to commercial/institutional uses than lower density housing;
- located close to or adjacent to parks and open spaces.

The proposed development comprising townhouse and apartment housing types generally falls within the “High Density” category of the Table in Section 5.10.3.27.8(a). The proposed development has an overall net density of approximately 260.9 units per hectare. This was calculated by dividing the total unit count (762 units) by the total area (2.92 hectares). The proposed density is higher than the maximum 87 units per net hectare permitted by the Official Plan. It is important to note that the maximum density permitted by the Official Plan is outdated and does not allow for the type of high-density housing forms promoted by the Town’s Town-Wide Design Guidelines which promote minimizing setbacks and locating parking underground. The density proposed is reflective of townhouse and apartment dwelling forms which are designed to optimize the use of the site. The proposed smaller building setbacks, taller building heights, and the provision of underground parking substantially increase lot coverage and floor space index and result in higher density. These design elements promote compact and efficient development patterns which are promoted in the PPS, the Growth Plan and the Region and Town’s Official Plan.

Given that older site designs comprising larger building setbacks and large amounts of surface parking are generally discouraged, the proposed higher density allows for the implementation of housing forms which meet the Town’s current urban design objectives primarily promoting pedestrian-oriented design.

Further, the proposed high-density housing meets the locational criteria in the Official Plan as it is located in close proximity to arterial roads, located adjacent to and in close proximity to institutional uses such as schools, and generally located close to parks and open space uses. The proposed development is located adjacent to St Michael Catholic Secondary School and the Caledon Center for Recreation and Wellness. The proposed commercial uses will support future residents along with existing residents. The surrounding community has a density that is lower than 30 units/net hectare. Although the proposed development is above the 87 units/net hectare recommended density when the density of the overall neighbourhood is considered it will remain much lower than 87 units per hectare. These increased densities will increase demand for public transit and other services. This will encourage future community investments that will improve the quality of life for existing residents.

In our opinion, and aside from the required Official Plan Amendment to allow for residential land uses on the subject lands, the proposed development generally conforms to the Town’s Official Plan.

4.4 Future Caledon Official Plan

On March 26th the Future Caledon Official Plan was passed by council and is currently awaiting adoption by the Region of Peel. The subject lands are designated “Urban Area” Schedule B1 Town Structure in the Future Caledon Official Plan and Designated “Greenfield Area” on Schedule B2 Growth Management. The subject lands are further designated “Existing Urban Area” on Schedule F1 Urban Area.

On November 4, 2022, the Province approved a new Region of Peel Official Plan that requires the Town to plan for 300,000 people and 125,000 jobs. The Future Caledon Official Plan provides for this growth through the intensification of existing built-up areas as well as “greenfield” development within the Region’s urban boundary expansion area in south Caledon.

3.1.3 Urban System

a) 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..

Greenfield Development

4.3.1 Development within Designated Greenfield Areas, as identified on Schedule B2, Growth Management, will be designed to meet or exceed a density of 67.5 residents and jobs combined per hectare

Per the Town of Caledon Development Charge Background Study completed in 2019 a townhouse unit can house 2.791 people and an apartment unit can house 1.791 people. Therefore, the proposed development can accommodate approximately 1,593 residents or 550 residents per net development hectare.

Growth Management

4.4.2 The Growth Management and Phasing Plan will sequence development to:

a) ensure that development in Designated Greenfield Areas is planned, designated, zoned, and designed in a manner that:

i) supports the achievement of complete communities; and,

ii) supports sustainable transportation;

b) ensure that development is prioritized in areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned services, such as transit and low carbon energy systems;

c) direct new development to occur adjacent to the existing built-up area and ensure that these areas have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities;

d) ensure that sufficient employment lands in appropriate locations will be available for employment growth in the planning period; and,

Housing

The Town recognizes its role to create opportunities for a diversity of housing types, affordability, and tenures for the current and future needs of residents. The Town will establish housing targets and will adapt to innovative designs and trends as they may contribute to the goals of this section and the Plan as a whole. Collaborative efforts with our neighbouring municipalities, the Region of Peel, the province, and local stakeholders.

Housing Options for a Diverse Population

9.13.1 Universal Design

a) The Town will collaborate with the Region of Peel, the building industry, accessibility experts, and older adult stakeholders to develop and implement guidelines for universal design to ensure that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

b) The Town will require the inclusion of universal design features in all new multiunit residential development, redevelopment, and intensification that will result in multiple units.

c) The Town may consider employing financial and non-financial incentives to encourage the inclusion of universal design elements in a higher percentage of new residential units.

The proposed development meets the objectives and policies set out in the Future Caledon Official Plan for Greenfield developments. Further the proposed development will assist Caledon in meeting their new housing targets set by the Province and the Region. Providing housing for diverse populations is encouraged in the draft Official Plan. The proposed development provides housing types that are not common in Bolton currently. The proposed townhomes, apartments, and condos will provide opportunities for single individuals, older adults, and young families to move into this neighbourhood who otherwise may not be able to afford a home in the community. The proposed housing types are inherently more affordable than the single detached homes that are currently present in the neighbourhood. The higher densities, efficient design, and mix of uses all help with affordability.

5.0 Draft Official Plan Amendment

Notwithstanding that the proposed development conforms to the broader Official Plan and policies, an amendment to the Official Plan is required in order to allow for residential and mixed uses on the subject lands. Key amendments to the Official Plan are summarized as follows:

- Amending Schedule C (Bolton Land Use Plan) to rename the existing land use designation from “Bolton North Hill Commercial Area” to “Bolton North Hill Mixed Use Area”;
 - This amendment is required in order to permit mixed use development that permits both residential and commercial uses.
- Updating Section 5.10.4.5.16 to rename the Section “Bolton North Hill Commercial Area” to “Bolton North Hill Mixed Use Area”;

- This amendment is required to permit residential uses in conjunction with commercial uses.
- Updating Section 5.10.4.5.16 to allow for a mix of townhouse dwelling types, apartment dwellings (including senior citizen apartment dwellings), and ground floor commercial uses within a mixed-use or senior citizen apartment building;
 - Currently residential uses are not contemplated in the Bolton North Hill Commercial Area. This updated wording will permit the proposed residential uses.
- Updating Section 5.10.4.5.16 to establish a series of limitations including:
 - A maximum permitted density of 261 units per hectare;
 - A maximum building height of 4 storeys for townhouses;
 - A maximum building height of 10 storeys for apartments or mixed-use buildings; and
 - A minimum required gross leasable floor area of 1,730 square metres; and
- Revising the goal for the subject lands to provide for a broader range and mix of housing within the North Hill neighbourhood and to serve the existing and future North Hill residents, with convenient neighbourhood commercial uses while ensuring that the viability of the Bolton Core Commercial Area is maintained.

A Draft Official Plan Amendment document is appended to this Report as Appendix I.

6.0 Draft Zoning By-law Amendment

Given that a range of townhouse and apartment dwellings are proposed, the “Mixed Density Residential” (RMD) parent zone has been selected for use as the base zoning for the proposed amendment. The following key special provisions are proposed as part of the site-specific zoning amendment in order to implement the proposal:

- Allow for a range of residential uses including townhouses, stacked townhouses, apartments, seniors’ apartment/retirement facility, and mixed-use buildings.
- Allow for a broad range of commercial uses on the ground level of a mixed-use building;
- Introduce site-specific definitions for stacked townhouse dwellings, outdoor amenity space, and porch;
- Implement modernized parking standards for apartment dwellings and shared visitor/commercial use parking;
- Propose minimum required outdoor amenity space areas for each unit;
- Limit maximum building heights per housing type ranging from 4 storeys (townhouses) to 10 storeys (apartments/mixed use buildings); and
- Impose a maximum unit count of 765 units.

A Draft Zoning By-law Amendment document is appended to this Report as Appendix II.

7.0 Supporting Studies

For the purposes of this resubmission the Environmental Noise Report, Traffic Impact Study, Urban Design Brief, Functional Servicing Report, Geotechnical, and Hydrogeological Reports have been updated. A Housing Assessment Report has also been prepared. A summary of the findings of each report are as follows.

7.1 Environmental Noise Report (March 2024)

The supporting Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. has been updated to reflect revisions to the Site Plan. This report identified road traffic as the main noise sources in the area of the subject lands. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. To meet noise guideline limits:

- Buildings A and B require mandatory air conditioning for noise control purposes.
- Blocks A, B, E, H and K require the provision for adding air conditioning at a later date.
- Accounting for exterior wall construction meeting STC 37, the following exterior window construction is required:
 - STC 33 at Building A; and
 - STC 28 at Building B and Blocks A, B, E, H and K
- Final wall and window STC requirements should be reviewed when detailed building plans and architectural drawings are available. This is usually done as a condition for obtaining a building permit.

Further detailed noise assessments will be undertaken as part of future design stages to confirm the specific noise mitigation requirements for each area or dwelling unit within the Plan.

7.2 Traffic Impact Study (March 2025)

The supporting Traffic Impact Study prepared by CGH Transportation has been revised to address Staff comments and Site Plan updated. CGH has previously prepared an initial Transportation Impact Study to support the Official Plan and Zoning By-Law Amendment for 14245 Highway 50 in Caledon dated January 2022. Following the submission of this report, comments were received from the Town of Caledon, Region of Peel, and the public pertaining to the transportation components of the proposed development. A second submission of the TIS dated April 2024 was then submitted and comments from both Town of Caledon and Region of Peel staff were received. This report includes the responses to the review authorities' comments on both the TIS dated January 2022 and the TIS dated April 2024.

The TIS concludes that the proposed development will have a minor transportation impact on the Study Area road network. The proposed accesses will operate appropriately, and it is recommended that, from a transportation perspective, the proposed development application proceed.

7.3 Urban Design Brief (March 2025)

MBTW has updated the Urban Design Brief to reflect the updated Site Plan and respond to Staff comments. The Urban Design Brief provides design direction for the implementation of the vision and intent of the proposed development. The Design Brief focuses on the physical design of the development and describes context, linkage opportunities, landscape, open space, and built form attributes and principles to support the design and intent. The document shows how the proposed development meets the urban design objectives and policies of the Town of Caledon, as well as other relevant approved site area planning and design guidelines and policies. A conceptual landscape plan has now been included.

7.4 Functional Servicing and Stormwater Management Report (February 2025)

The supporting Functional Servicing Report (FSR) prepared by Urbanworks has been prepared to determine the availability of water and sanitary services for the subject lands as well as proposing an appropriate stormwater management plan to support the proposed development. Revisions to the FSR have been made to address staff comments and reflect the updated Site Plan.

Based on the FSR, water servicing will be provided by connection to the existing 400 mm diameter watermain along Columbia Way. Sanitary services will be provided by connection to the existing system along Kingsview Drive. Stormwater management will be provided by way underground pipe storage and storm chamber storage.

7.5 Geotechnical Report (March 2024)

A Geotechnical Investigation Report was prepared by A&A Environmental Consultants Inc and has been updated to reflect the revised Site Plan. The purpose of the geotechnical investigations is to obtain information about the subsurface conditions from borehole samples and to make preliminary recommendations pertaining to the geotechnical design of underground utilities, roads, and to comment on the foundation conditions for the building construction. The recommendations provide guidance for the detailed design of the subdivision and various requirements at the construction stage.

7.6 Hydrogeological Investigation Report (March 2024)

A Hydrogeological Assessment was prepared by A&A Environmental Consultants Inc and has been updated to reflect the revised Site Plan. The purpose of the Hydrogeological Assessment is to evaluate the potential impact of the proposed development on local groundwater/surface water resources. It was determined that due to the high runoff rate on site port development, a stormwater management plan would be required and due to the high-water levels above the foundation bottom, the excavation area with the underground parking garage will need to undergo in- construction and post-construction dewatering. No adverse impact on the groundwater resources is expected to occur during the redevelopment of the subject lands with the implementation of these recommended actions.

7.7 Housing Assessment (April 2024)

A Housing Assessment was prepared by GSAI to accompany this resubmission. The Housing Assessment concludes the proposed development represents an appropriate development for the subject lands that is in keeping with Provincial, Regional and local policies. Furthermore, the proposed development will provide for appropriate development of lands that are well served by transit and infrastructure. The development will provide for a range of housing options for households of varying size, incomes, life stages and lifestyle preferences.

8.0 Conclusion

Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan and Zoning By-law Amendment is justified and represents good planning for the following reasons:

1. The proposed Official Plan and Zoning By-law Amendment is consistent with and promotes the policies of the Provincial Policy Statement by directing growth to the settlement area with an efficient development pattern and accommodates a range and mix of land uses and housing with various affordability levels. The proposed development makes efficient use of existing and planned services and transportation infrastructure, avoids environmental and public health and safety hazards.
2. The proposed Official Plan and Zoning By-law Amendment conforms to and promotes the policies of the Growth Plan as it provides for a sustainable development pattern which supports the achievement of complete communities and supports active transportation by providing multi-modal connectivity to sidewalks and trails. The proposed development represents a transit-supportive design and contributes to the achievement of the minimum required density target in the Region.
3. The proposed Official Plan and Zoning By-law Amendment conforms to and promotes the policies of the Region of Peel Official Plan as the proposed development would contribute to the range of goods and services available for those living and working in the Rural System. The proposed development achieves the designated greenfield area objectives as the proposal comprises a diverse and compatible mix of land uses and compact form which supports active transportation and the use of public transit. The proposal also optimizes the opportunity for intensification.
4. The proposed Official Plan and Zoning By-law Amendment conforms to the broader policies of the Town of Caledon Official Plan as it supports the Town's planned community structure with a range of housing and commercial uses to contribute to the Town's residential and employment growth and provide for goods and services within an area that has existing municipal services. The proposal achieves the Town's complete community objectives as the proposal represents a compact development form with transit-supportive housing which is designed to architecturally address the street frontages and promote walkability.
5. The proposed development conforms to the general design policies for commercial developments and implements an appropriate level of intensification which is compatible in the context of the existing surrounding community, supported by the adjacent road network and transit stops, schools and recreational uses. As further communicated in the Urban Design Brief that accompanies this PJR special attention has been made to ensure this development fits within the context of the existing community. Building design and materials have been chosen to complement existing homes. Locations of buildings have been carefully thought out to prevent shadowing. Building and parking

placement promotes pedestrian movement and interaction with the street. The park will be public and available to all members of the community.

6. The proposed development is located within the 2031 Rural Service Centre boundary which is intended to accommodate growth to the 2031 planning horizon. The proposed Official Plan and Zoning By-law Amendment will facilitate the development of the subject lands to contribute to the Town's growth targets within the 2031 timeframe.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in cursive script that reads "Ethan Bohnert". The signature is written in black ink and is positioned above a horizontal line.

Ethan Bohnert, MCIP, RPP

Planner

APPENDIX I

DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO.
TO THE OFFICIAL PLAN FOR
THE TOWN OF CALEDON PLANNING AREA

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2022- [redacted]

A By-law to adopt Amendment No. [redacted] to the
Official Plan for the Town of Caledon

WHEREAS the Council of The Corporation of the Town of Caledon, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, as amended deems it expedient to amend the Town of Caledon Official Plan;

NOW THEREFORE the Council of the Corporation of the Town of Caledon ENACTS AS FOLLOWS:

General

- 1. Amendment No. [redacted] to the Official Plan for the Town of Caledon Planning Area shall we and is hereby adopted.

Enacted by the Town of Caledon Council this [redacted] day of [redacted], 2022.

Annette Groves, Mayor

Kevin Klingenberg Town Clerk

THE CONSTITUTIONAL STATEMENT

- PART A – THE PREAMBLE - does not constitute part of this amendment.
- PART B – THE AMENDMENT - consisting of the following text constitutes Amendment No. [redacted] of the Town of Caledon Official Plan.

AMENDMENT NO. [REDACTED]

OF THE TOWN OF CALEDON OFFICIAL PLAN

PART A – THE PREAMBLE

Purpose of the Amendment:

The purpose of this Amendment is to amend Schedule “C” Bolton Land Use Plan of the Town of Caledon Official Plan by re-designated the existing “Bolton North Hill Commercial Area” designation to a new “Bolton North Hill Mixed Use Area” designation and to amend Section 5.10.4.5.16 Bolton North Hill Commercial Area to apply new policies allowing for mixed-use development including townhouse and apartment dwellings and commercial uses.

Location:

The lands subject to this Amendment are located at the northeast quadrant of Highway 50 and Columbia Way in the Bolton Rural Service Centre. The lands are legally described as Part of Lots 11 and 12, Concession 7 (Albion), designated as Parts 2 and 5, Plan 43R-38843, Town of Caledon, Regional Municipality of Peel and municipally known as 14245 Highway 50. The lands comprise an area of approximately 3.3 hectares (8.2 acres).

Basis:

The basis for the Amendment is contained in Staff Report 2022-[REDACTED], as approved by Planning and Development Committee on [REDACTED] and adopted by Council on [REDACTED]. The applicant, Glen Schnarr and Associates Inc., on behalf of Columbia Square Inc., has requested and amendment to the Town of Caledon Official Plan to redesignate the subject lands to permit mixed-use development on the property.

The subject lands are located within the Bolton Rural Service Centre Settlement Area and designated “Bolton North Hill Commercial Area” on Schedule “C” Bolton Land Use Plan in the Town of Caledon Official Plan which permits a food supermarket and ancillary retail purposes.

The applicant has submitted Official Plan and Zoning By-law Amendment applications including various technical studies in support of the proposed amendment. The proposed Amendment redesignates the existing “Bolton North Hill Commercial Area” designation to a new “Bolton North Hill Mixed Use Area” designation with site-specific policies allowing for a range of townhouse and apartment dwellings with permission for at-grade commercial uses.

The applications have been circulated to internal departments and external agencies and a public meeting pursuant to the Planning Act was held on [REDACTED]. Planning staff has reviewed this application and is of the opinion that the proposed amendment is consistent with the Provincial Policy Statement and conforms to the policies of the Growth Plan, Region of Peel Official Plan and the objectives of the Official Plan.

PART B – THE AMENDMENT

This part of the document entitled “Part B – The Amendment”, and consisting of the following text constitutes Amendment No. [redacted] of the Town of Caledon Official Plan.

Details of the Amendment:

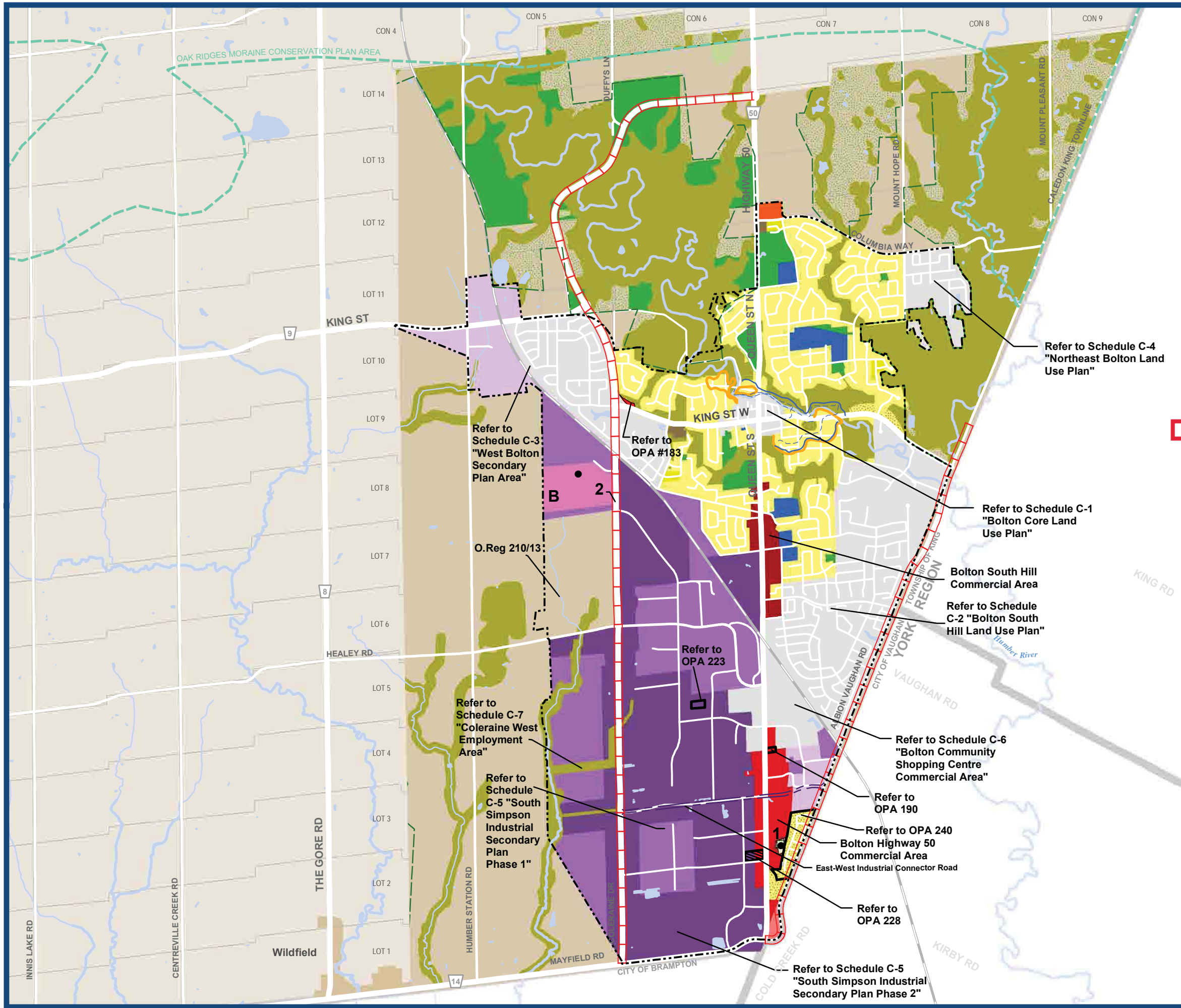
The Town of Caledon Official Plan is amended as follows:


- 1. Schedule “C” Bolton Land Use Plan of the Town of Caledon Official Plan shall be amended for the lands municipally known as 14245 Highway 50, Bolton from “Bolton North Hill Commercial Area” to “Bolton North Hill Mixed Use Area” in accordance with Schedule “A” attached hereto.

- 2. Section 5.10.4.5 is amended by replacing following the following subsections:
 - 5.10.4.5.16 Bolton North Hill Mixed Use Area
 - 5.10.4.5.16.1 The lands located at the northeast corner of Regional Road 50 and Columbia Way comprising approximately 3.3 gross hectares (8.2 gross acres) shall be used for a mix of townhouse dwelling types, apartment dwellings (including senior citizen apartment dwellings), and ground floor commercial uses within a mixed-use or senior citizen apartment building.
 - 5.10.4.5.16.2 The maximum permitted density shall be 261 units per net hectare.
 - 5.10.4.5.16.3 The maximum permitted building height shall be 4 storeys for a townhouse and 10 storeys for an apartment or mixed-use building.
 - 5.10.4.5.16.4 The minimum required gross leasable floor area shall be 1,800 square metres.
 - 5.10.4.5.16.5 The goal in designating this area for mixed-use is to provide a broader range and mix of housing within the North Hill neighbourhood and to serve the existing and future North Hill residents, with convenient neighbourhood commercial uses while ensuring that the viability of the Bolton Core Commercial Area is maintained.

Implementation and Interpretation

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







Schedule C

BOLTON

LAND USE PLAN

- Prime Agricultural Area
- Rural Lands
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Special Residential
- General Industrial
- Dry Industrial
- Prestige Industrial
- Policy Area - Industrial
- Bolton Highway 50 Commercial Area
- Bolton South Hill Commercial Area
- Bolton North Hill Mixed-Use Area**
- Rural Uses
- Institutional
- Special Provisions
- Open Space Policy Area
- Environmental Policy Area
- Boundary of Greenbelt Plan Area
- Oak Ridges Moraine Conservation Plan Area
- 2021 Settlement Boundary
- 100 Year Floodline Limit
- Regional Floodline Limit
- Special Policy Area Boundary
- Site Specific Area
- Bolton Arterial Road Network
- Regional Road
- Local Road
- Railway

Base Data Source: Town of Caledon



APPENDIX II

DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2024-61

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lots 11 and 12, Concession 7 (Albion), designated as Parts 2 and 5, Plan 43R-38843, Town of Caledon, Regional Municipality of Peel.

WHEREAS on March 26th, 2024 Council for the Town of Caledon adopted the Future Caledon Official Plan;

AND WHEREAS the Future Caledon Official Plan has not yet been approved by the approval authority, being the Regional Municipality of Peel;

AND WHEREAS the within zoning by-law amendment will conform to the Future Caledon Official Plan once it comes into effect;

AND WHEREAS Subsection 24(2) of the *Planning Act*, R.S.O. c.P.13, provides that Council may pass a By-law that does not conform to the in force Official Plan provided that the By-law will conform to an adopted Official Plan or plan amendment, once it comes into effect;

AND WHEREAS Subsection 24(2.1) of the Planning Act, R.S.O. 1990, c.P.13 provides that the By-law comes into force and effect upon the adopted Official Plan or plan amendment coming into effect:

AND WHEREAS pursuant to Subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13 Council has determined that no further notice is required to be given in respect of the proposed by-law;

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

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lots 11 and 12, Concession 7 (Albion), designated as Parts 2 and 5, Plan 43R-38843, Town of Caledon, Regional Municipality of Peel, for mixed use purposes.

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50 as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
RMD	707	<div><div>- Additional Residential Unit</div><div>- Art Gallery</div><div>- Artist Studio and Gallery</div><div>- Bakery</div><div>- Building, Apartment</div><div>- Building, Apartment, Senior Citizens</div><div>- Building, Mixed Use</div><div>- Business Office</div><div>- Clinic</div><div>- Convenience Store</div><div>- Day Nursery</div><div>- Dry Cleaning or Laundry Outlet</div><div>- Dwelling, Multiplex</div><div>- Dwelling, Stacked Townhouse</div><div>- Financial Institution</div><div>- Fitness Centre</div><div>- Grocery Store</div><div>- Home Occupation</div><div>- Laundromat</div></div>	<div>DEFINITIONS</div> <div>Amenity Space For the purposes of this zone, means an outdoor area used exclusively for the enjoyment of the outdoor environment and may include <i>balconies</i>, patios, terraces, or similar exclusive <i>use</i> areas.</div> <div>Dwelling, Multiplex means a residential <i>building</i> with up to eight units. In order to qualify as a Dwelling, <i>Multiplex</i>, at least one <i>dwelling unit</i> must be entirely or partially above another. A <i>dwelling unit</i> within a Dwelling, <i>Multiplex</i> is not a principal <i>dwelling</i> that can contain an <i>Additional Residential Unit</i>.</div> <div>Dwelling, Stacked Townhouse For the purposes of this zone, means a <i>building</i> containing four or more <i>dwelling units</i> in which each <i>dwelling unit</i> is divided</div>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		<ul style="list-style-type: none"> - <i>Live-Work Unit</i> - <i>Merchandise Service Shop</i> - <i>Non Market Housing</i> - <i>Outdoor Display or Sales Area, Accessory</i> - <i>Patio, Outdoor</i> - <i>Personal Service Shop</i> - <i>Pharmacy</i> - <i>Place of Assembly</i> - <i>Place of Entertainment</i> - <i>Printing and Processing Service Shop</i> - <i>Restaurant</i> - <i>Retail Store</i> - <i>Retail Store, Accessory</i> - <i>Sales, Service and Repair Shop</i> - <i>Seniors Retirement Facility</i> - <i>Training Facility</i> - <i>Video Outlet/Rental Store</i> - <i>Wellness Centre</i> 	<p>both horizontally and vertically from another <i>dwelling unit</i> by a common wall.</p> <p>Lane For the purposes of this <i>zone</i>, means a public or private thoroughfare, whether or not improved for <i>use</i>, which has a reduced right of-way width and which affords a means of access for vehicular traffic to abutting <i>lots</i>.</p> <p>Non-Market Housing For the purposes of this zone, means housing that is owned or subsidized by government, a non-profit society, or a housing cooperative; whereby it is not solely market driven.</p> <p>Porch For the purposes of this <i>zone</i>, <i>Porch</i> shall mean a roofed exterior platform attached to a <i>building</i> with or without foundation and/or basement with at least one (1) side open including any guards or railings, as required.</p> <p>Street For the purpose of this <i>zone</i>, a <i>street</i> shall include a <i>private road</i> or <i>lane</i>.</p> <p style="text-align: center;">REGULATIONS</p> <p>Access Regulations For the purposes of this <i>zone</i>, Sections 4.3.3 (minimum <i>entrance setback</i>) and 4.3.4 (minimum <i>entrance separation</i>) shall not apply.</p> <p>Additional Residential Units Notwithstanding the lands identified on Schedule H of Comprehensive Zoning By-law 2006-50, the provisions of Section 4.4 – Additional Residential Units Overlay Zone shall apply to the lands shown on Schedule “A” of this By-law.</p> <p>Maximum Dwelling Units per Townhouse Block <i>Notwithstanding Section 6.3, Table 6.2, Footnote 12 the maximum number of units per townhouse block shall be 24.</i></p> <p>Air Conditioners and Heat Pumps Air Conditioners and Heat Pumps are permitted in all <i>yards</i> provided where an Air Conditioner or Heat Pump is located in a <i>Front Yard</i> or <i>Exterior Side Yard</i>, it shall be screened from public view or located on a <i>balcony</i> or terrace.</p> <p>Convenience Store A <i>Convenience Store</i> shall not exceed 300 m² <i>net floor area</i>.</p> <p>Dwellings Per Lot Section 4.11 shall only apply to a <i>lot</i> containing a <i>detached dwelling</i>, <i>semi-</i></p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><i>detached dwelling, and/or a freehold townhouse.</i></p> <p>Lot The lands zoned RMD-710 shall be considered one <i>lot</i> for zoning purposes.</p> <p>Non-Market Housing Shall be permitted in all residential <i>zones</i>, provided that such <i>use, building or structure</i> complies with the standards of the <i>Zone</i> in which it is located.</p> <p>Non-Residential Uses The non-residential <i>uses</i> permitted in this <i>zone</i> shall only be permitted on the ground level of a <i>Building, Mixed Use</i>.</p> <p>Permitted Encroachments Encroachments into the required <i>yards</i> are permitted as follows:</p> <ul style="list-style-type: none"> a) <i>Building</i> architectural elements, including sills, belt, courses, cornices, gutters, chimneys, pilasters, eaves, parapets, canopies or fireplaces are permitted to encroach in any <i>yard</i> up to 1.0 metre b) Window bays, bows and boxes are permitted to encroach in the <i>front, rear and exterior side yards</i> up to 1.0 metre c) <i>Balconies</i> are permitted to encroach in the <i>front, rear and exterior side yards</i> up to 2.0 metres d) <i>Porches</i> and uncovered terraces (including access stairs from grade) are permitted to encroach in the <i>front, rear and exterior side yards</i>, including eaves and cornices, with a minimum <i>setback</i> of 0.2 metres from a <i>lot line</i>. e) Exterior stairs providing access to a <i>building or structure</i> may encroach into the <i>front, rear and exterior side yards</i> up to 0.2 metres from a <i>lot line</i> f) <i>Decks</i> (including access stairs from grade) are permitted to encroach in the <i>rear yard</i> up to 2.5 metres from the <i>rear lot line</i> and <i>interior side yards</i> up to 0.2 metres from an <i>interior side lot line</i> g) Swimming pool pumps/filters/heaters are permitted to encroach in the <i>rear and exterior side yards</i> up to 0.6 metres from any <i>lot line</i> h) Unenclosed barrier-free access ramps are permitted to encroach in any <i>yard</i> up to 0.2 metres from any <i>lot line</i> i) Rain barrels and rain harvesting system components are permitted to encroach in the <i>rear, exterior side and interior side</i>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>yards up to 0.6 metres from any <i>lot line</i></p> <p>j) An <i>outdoor patio</i> serving a non-residential use is permitted to encroach in the <i>front yard</i> or <i>exterior side yard</i> up to 0.0 metres from the <i>front lot line</i> or <i>exterior lot line</i></p> <p>k) A one-storey component of a <i>main building</i> on a <i>lot</i> with a <i>lot</i> depth less than 20m is permitted to encroach a maximum of 3.5m into a <i>rear yard</i> up to a maximum width of 60% of the <i>lot</i></p> <p>l) Within a <i>private garage</i>, steps, stairs, landings, ramp, or barrier-free access feature may encroach up to 0.5m into a required <i>parking space</i>. Refuse Bins may encroach entirely within a required <i>parking space</i>.</p> <p>m) A <i>transformer</i> is permitted to encroach in <i>any yard</i> up to 0.5 metres from <i>any lot line</i>.</p> <p>Use Restriction Where a <i>dwelling</i> has been legally constructed, the <i>dwelling</i> shall not be used for any purpose other than a domicile, a <i>day care</i>, <i>private home</i>, <i>home occupation</i>, and related accessory <i>use</i> as permitted by the Zoning By-law. All other <i>uses</i> are prohibited.</p> <p style="text-align: center;">ZONE STANDARDS</p> <p>Lot Area (minimum): N/A</p> <p>Lot Frontage (minimum): N/A</p> <p>Building Area (maximum): N/A</p> <p>Backyard Amenity Area (minimum): N/A</p> <p>Front Yard (minimum): 1.5 m</p> <p>Exterior Side Yard (minimum): 1.5 m</p> <p>Rear Yard (minimum): 1.2 m</p> <p>Interior Side Yard (minimum): 3.0 m</p> <p>Building Height (maximum): For a <i>Dwelling, Stacked Townhouse and Dwelling, Multiplex</i>: 18 m</p> <p>For a <i>Building, Apartment; Building, Apartment, Senior Citizen, and Building, Mixed Use</i>: 40 m</p> <p>Amenity Space (minimum): For a <i>Dwelling, Stacked Townhouse</i>: 0 m² per <i>dwelling unit</i></p> <p>For a <i>Building, Apartment; Building, Apartment, Senior Citizen, and Building, Mixed Use</i>: 0 m² per <i>dwelling unit</i></p>

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p>Landscaping Area (minimum): 25%</p> <p>Common Outdoor Amenity Area (minimum): 1,250 m²</p> <p>Number of Dwelling Units (maximum): 765</p> <p>Residential Parking Requirements:</p> <p>Dwelling, Multiplex: 1 parking space per dwelling unit</p> <p>Dwelling, Stacked Townhouse:</p> <p>Residents: 1.3 parking spaces per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling unit</p> <p>Building, Apartment; Building, Apartment, Senior Citizen, and Building, Mixed Use:</p> <p>Residents: 1.15 parking spaces per dwelling unit</p> <p>Visitors: 0.15 parking space per dwelling unit</p> <p>Non-Residential Parking Requirements:</p> <p>1 parking space per 25 sq. m. net floor area</p>

2. Schedule “A”, Zone Map 21 of By-law 2006-50, as amended is further amended for Part of Lots 11 and 12, Concession 7 (Albion), designated as Parts 2 and 5, Plan 43R-38843, Town of Caledon, Regional Municipality of Peel from General Commercial Zone – Exception 577 (C-577) to Mixed Density Residential Zone – Exception 707 – Holding Provision 50 (RMD-707-H50), in accordance with Schedule “A” attached hereto.

Read three times and finally passed in open Council on the XXth day of XXXX, 2025.

Annette Groves, Mayor

Kevin Klingenberg, Clerk

GREENBELT
PLAN AREA

HIGHWAY 50

RMD-710-H49

COLUMBIA WAY

ALDERBROOK PLACE

KINGSVIEW DRIVE


TAYLORWOOD AVE.

0 30 60 120 Meters

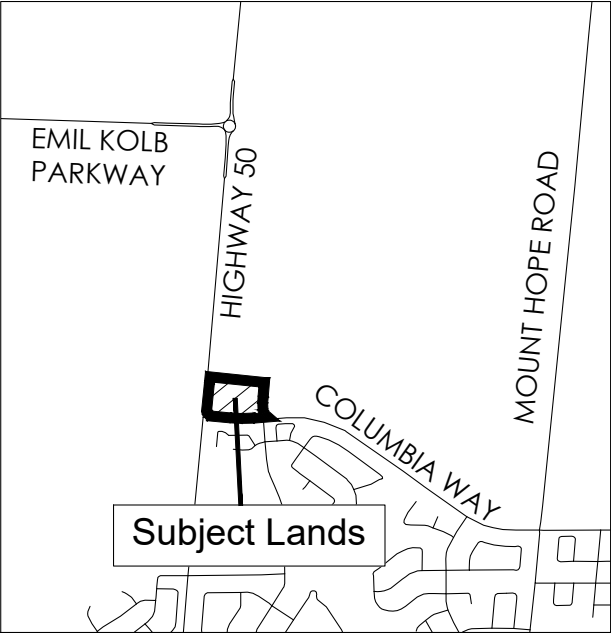


Schedule A
By-law 2024-_____

Part of Lots 11 & 12,
Concession 7,
(Township of Albion)
Town of Caledon
Regional Municipality of Peel

Legend
 Lands to be rezoned to the zones
identified on this Schedule

Key Map



Date: April 24, 2024

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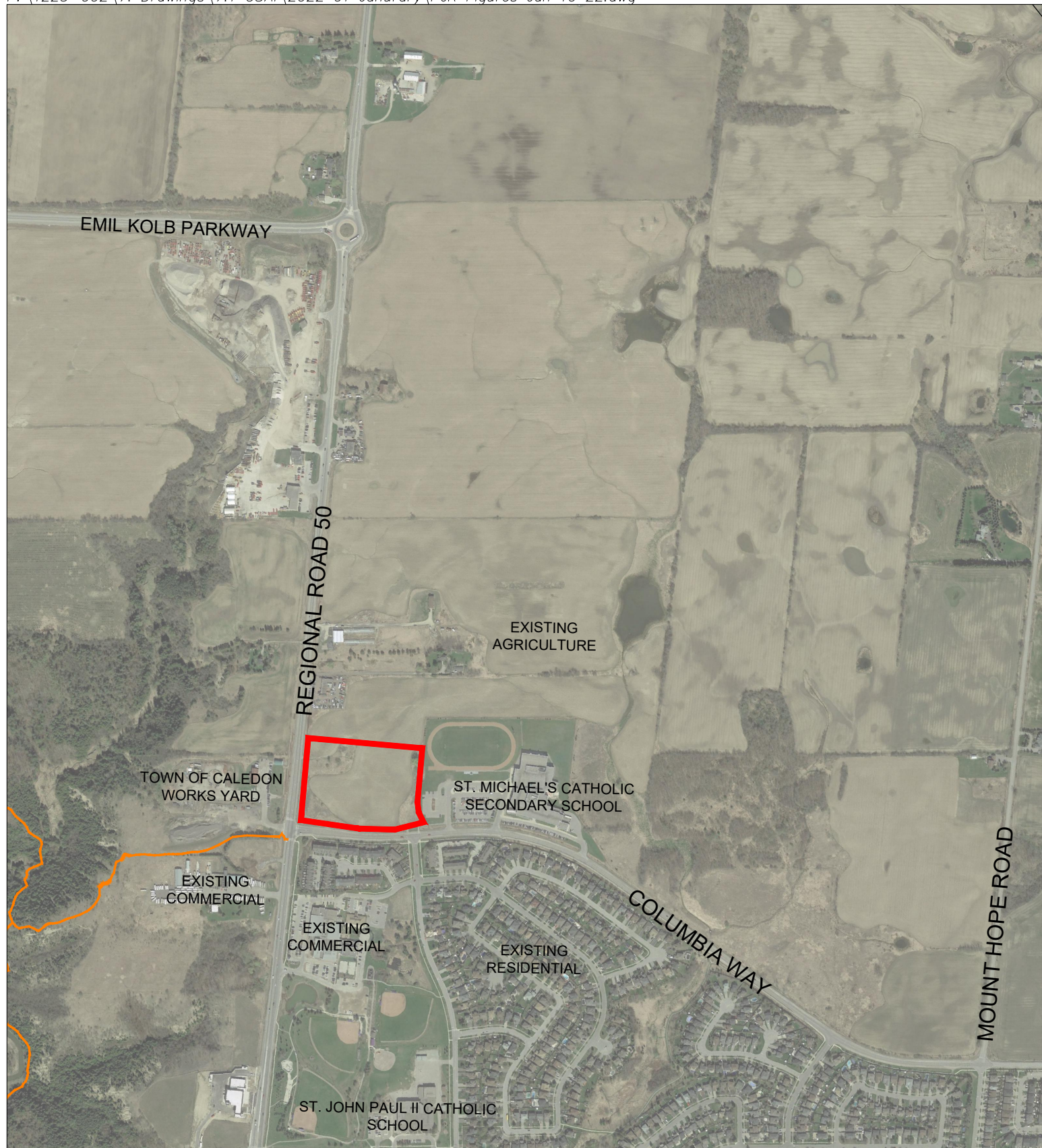


FIGURE 1

SITE CONTEXT PLAN

14245 Highway 50, Bolton,
Town of Caledon, Regional Municipality of Peel

LEGEND

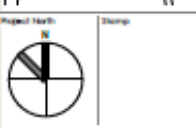
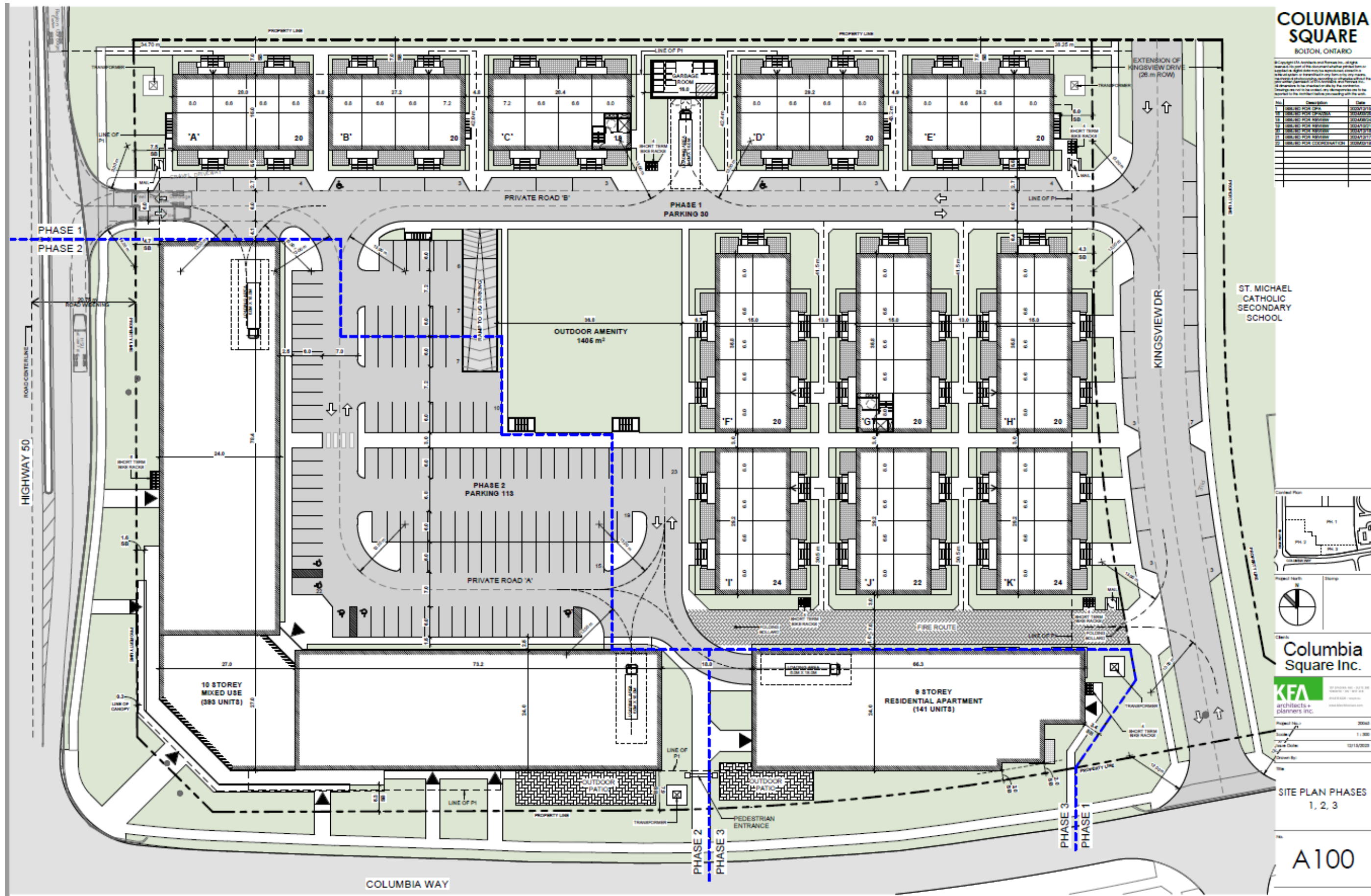
- Subject Property
- Humber Valley Heritage Trail



Scale NTS
January 10, 2022

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No.	Description	Date
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Columbia Square Inc.

CEA architects + planners inc.

Project No: 20040
Scale: 1:1000
Date: 12/18/2023
Drawn By: CEA

SITE PLAN PHASES 1, 2, 3

A100

FIGURE 2
SITE PLAN

14245 Highway 50, Bolton,
Town of Caledon, Regional Municipality of Peel

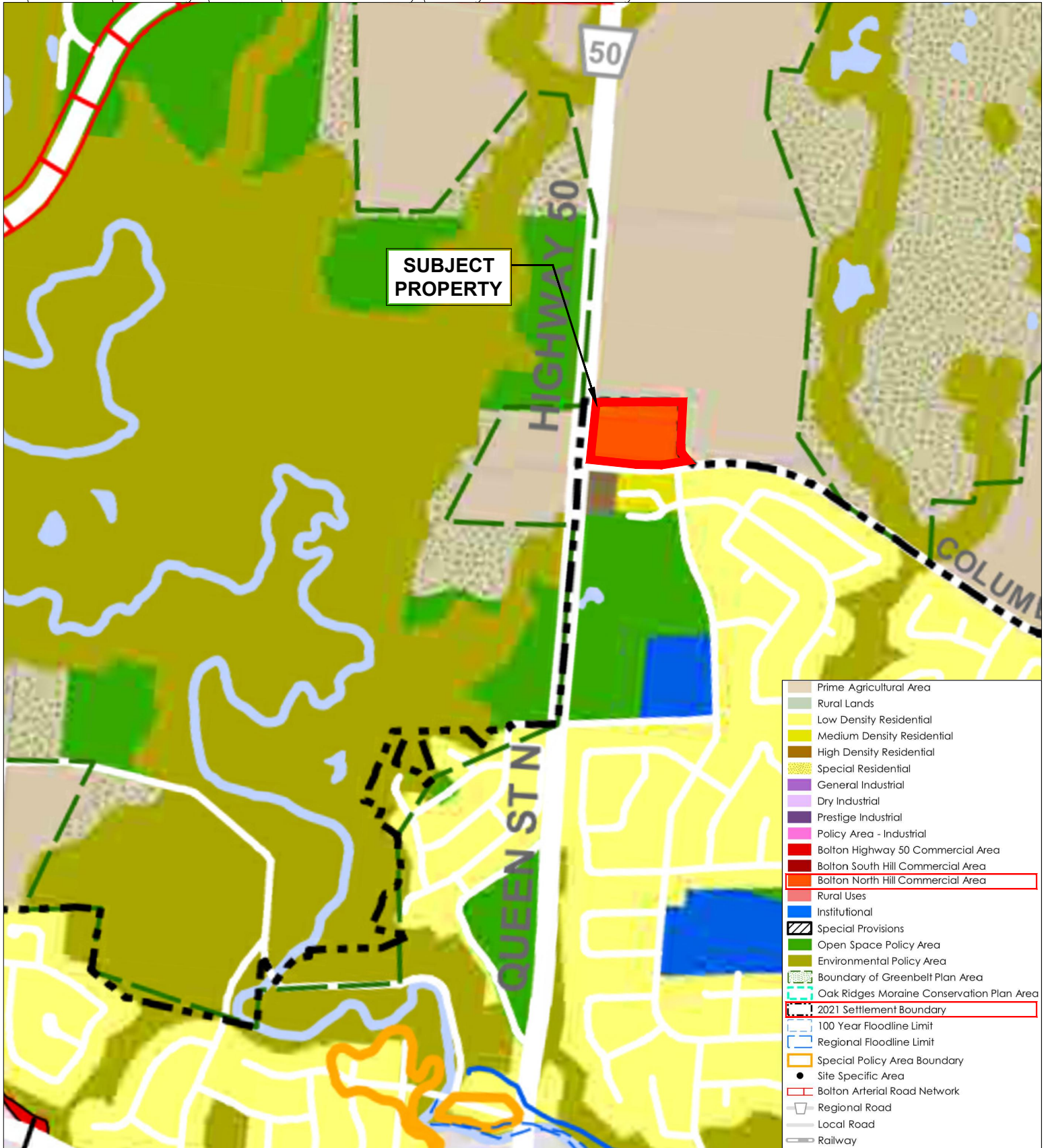


FIGURE 3
TOWN OF CALEDON OFFICIAL PLAN
SCHEDULE 'C' BOLTON LAND USE PLAN

14245 Highway 50, Bolton,
 Town of Caledon, Regional Municipality of Peel

LEGEND

Subject Property



Scale NTS
 January 10, 2022