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# PLANNING JUSTIFICATION REPORT

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TOWN OF CALEDON  
PLANNING  
RECEIVED  
Jan. 31, 2022

## PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

### 14245 HIGHWAY 50, TOWN OF CALEDON

Prepared for: Columbia Square Inc.

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January, 2022  
GSAI File #1225-002

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# **Planning Justification Report**

## **Proposed Official Plan and Zoning By-law Amendment**

### **14245 Highway 50, Town of Caledon**

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#### **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 Policy 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.

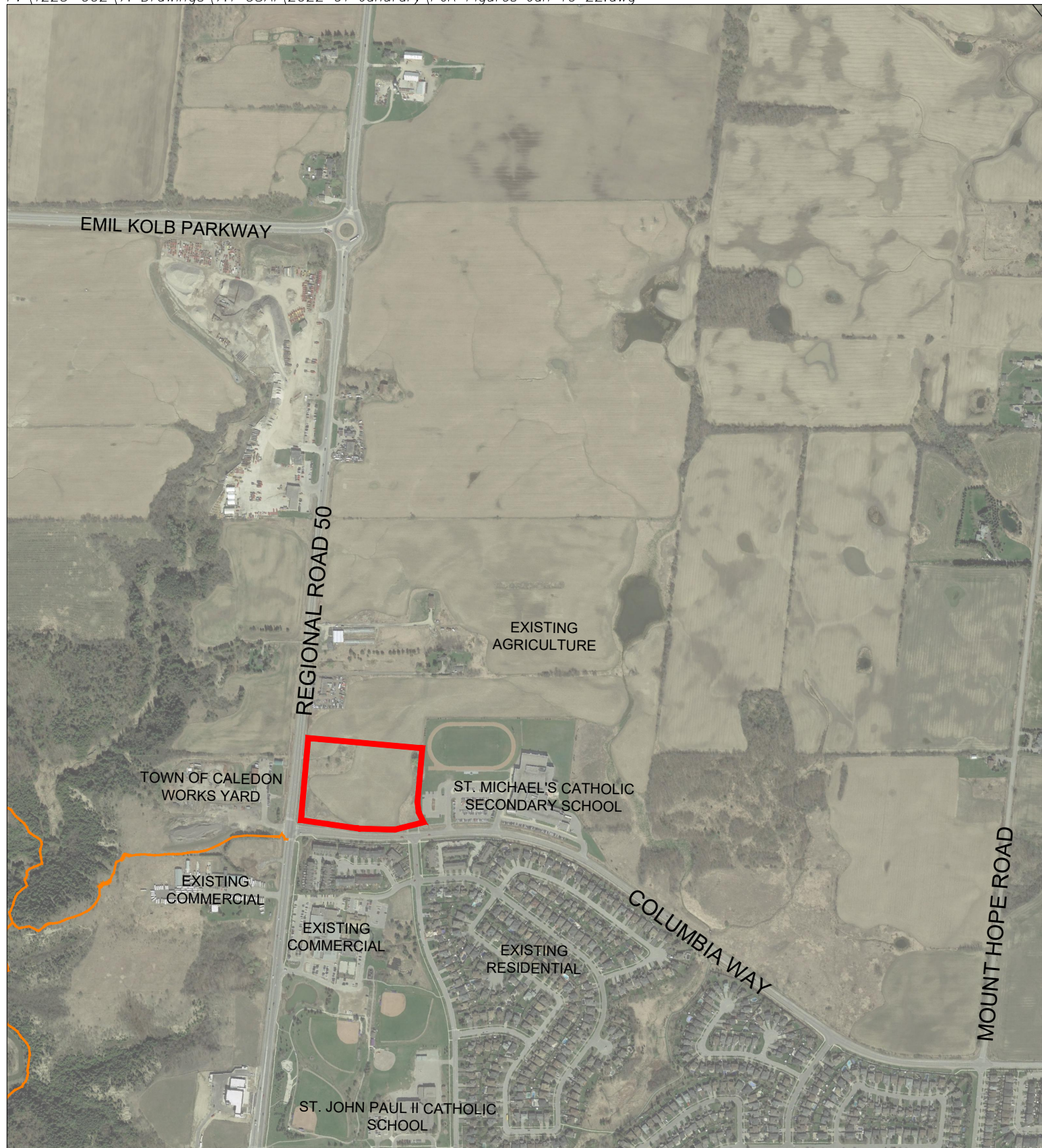
#### **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The subject lands are municipally known as 14245 Highway 50 and legally described as Part of Lots 11 and 12, Concession 7 (Albion). 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 3.3 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.



# 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



### 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 proposal is comprised of a 3-phase development as follows:

- Phase 1A: 24 Three-Storey Street Townhouse Dwellings;
- Phase 1B: 118 Three-Storey Back-to-Back Stacked Townhouse Dwellings;
- Phase 2: 244 Apartment dwellings in an 8-Storey Mixed-use building with 1,834 square metres of ground floor commercial uses; and
- Phase 3: 159 Apartment dwellings in an 8-Storey apartment building.

In total, 545 dwelling units and 1,834 square metres of commercial floor space are proposed.

#### Phase 1A – Street Townhouses

The proposed Street Townhouses in Phase 1A are located within the north-west portion of the site with access and frontage onto a private road. Each unit accommodates 2 residential parking spaces: one on the driveway and one in the attached garage. Visitor parking is accommodated through lay-by parking spaces along the south side of the private road. Private outdoor amenity space is also provided for each unit by way of ground-level, rear-yard amenity space. Waste collection is expected to be provided through Regional curbside collection.

#### Phase 1B – Back-to-Back Stacked Townhouse Dwellings

The proposed Back-to-Back Stacked Townhouses in Phase 1B are located within the north-east portion of the site with access to a private road. Resident parking is accommodated in a common underground parking garage at a rate of 1.5 spaces per unit. Visitor parking is accommodated through at-grade lay-by parking spaces along the private road. Private outdoor amenity space is provided for each unit by way of lower-level or roof-top patios. Waste is stored in the underground parking level and is intended to be transferred to the at-grade waste pick-up location by site management on the day of collection.

#### Phase 2 - 8-Storey Mixed Use Apartment Building

The proposed Mixed-Use Building in Phase 2 is located within the south-west portion of the site and frames the north-east corner of the Highway 50 and Columbia Way intersection. Residential units are accommodated in Floors 2 through 8. 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

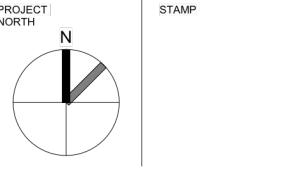
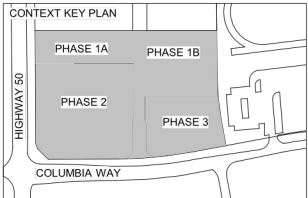
COLUMBIA SQUARE

BOLTON, ONTARIO

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No.	Description	Date
1	ISSUED FOR REVIEW	2021/07/12
A	ISSUED FOR REVIEW	2021/07/20

HALF SCALE  
DRAFT



CLIENTS:  
  
WYNDCLIFFE DEVELOPMENTS INC.

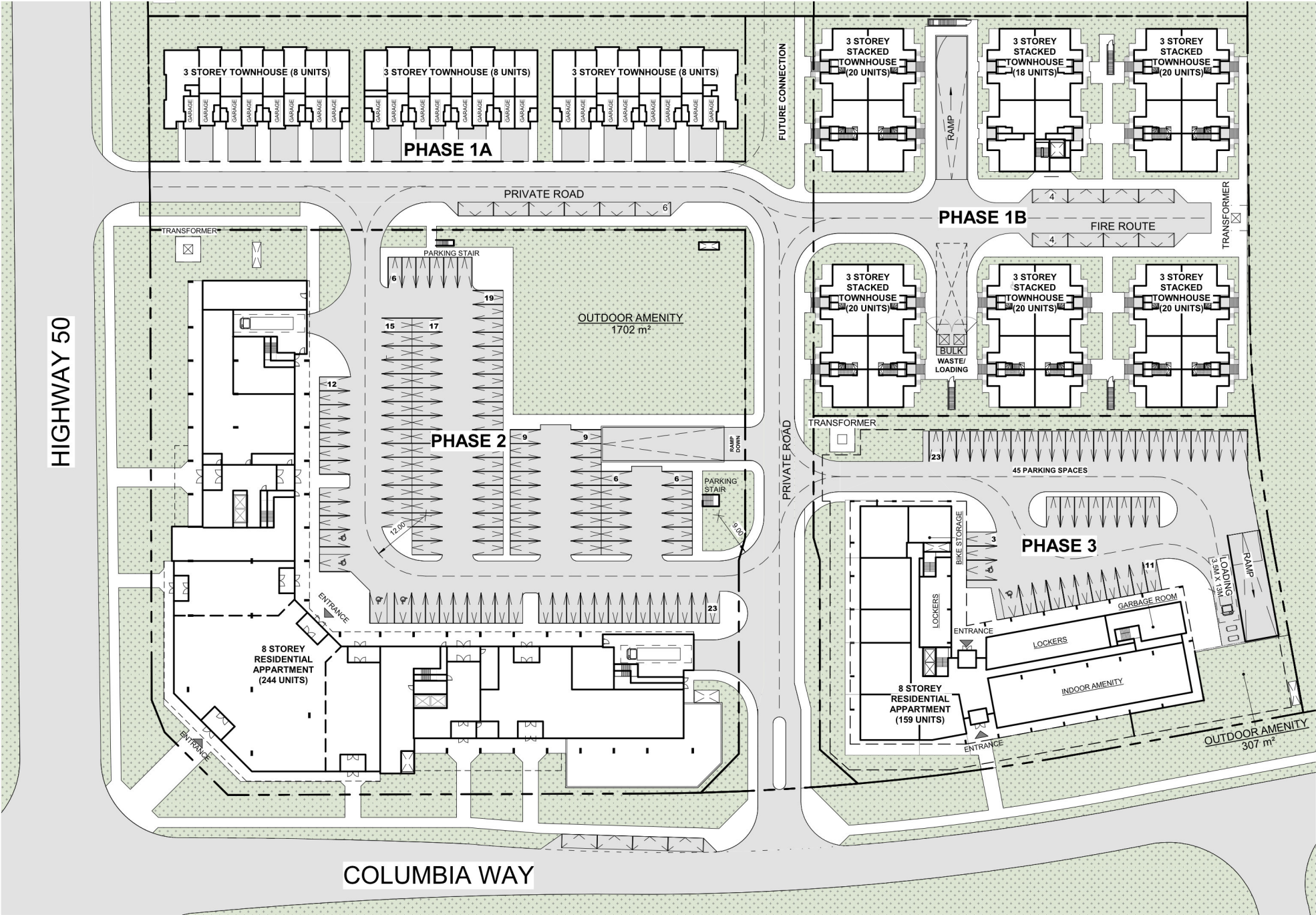


PROJECT NO: 20065  
  
SCALE: 1 : 500  
  
DATE: Issue Date  
  
DRAWN BY: RVW  
  
DRAWING TITLE:

PHASE 1-3  
COMBINED SITE PLAN

DRAWING NO

SD002



PHASES 1-3 - SITE AREA					
m2	sq.ft	FSI	ha	Units/ha	acre
33013.27	355,352	1.67	3.30	165.1	8.16

TOTAL PHASE 1 - SITE AREA						
m2	sq.ft	FSI	ha	Units/ha	acre	Units/acre
13728.14	147,768	1.14	1.37	51.0	3.39	41.9

PHASE 2 - SITE AREA						
m2	sq.ft	FSI	ha	Units/ha	arce	Units/acre
13183.3	141,904	1.84	1.32	185.1	3.26	74.9

PHASE 3 - SITE AREA					
m2	sq.ft	FSI	ha	Units/ha	arce
6101.79	65,679.06	2.52	0.61	114.7	1.51

SITE GROSS FLOOR AREA	
Phase 1	GFA 15586.0 m²
	Units 142
	Required Parking 261
	Provided Parking 259
Phase 2	GFA 24312.0 m²
	Units 244
	Required Parking 519
	Provided Parking 471
Phase 3	GFA 15365.0 m²
	Units 159
	Required Parking 278
	Provided Parking 288
Combined	Total GFA 55263.0 m²
	Total Unit Count 545
	Total Required Parking 1057
	Total Provided Parking 1018

GENERAL SITE STATISTICS	
Gross Construction Area (m²)	23,814
Exclusions (m²)	8,228
Gross Floor Area (m²)	15,586
UNIT STATISTICS	
Total Number of Units	142
Average Unit GFA (m2)	109.8
Average Unit GFA (Sq.ft)	1,181.5
PARKING	
Required Parking	261
Underground Parking	197
Private Garage Parking	48
Surface Parking	14
Total Parking	259

GENERAL SITE STATISTICS	
Construction Area Total (m²)	37,755
Parking Level GCA (m²)	11,838
Condo Unit GCA (m²)	19,301
Condo Amenity/Service GCA (m²)	4,782
Retail GCA (m²)	1,834
Exclusions	13,443
Gross Floor Area (m2)	24,312
UNIT STATISTICS	
Total Number of Units	244
Average Unit GFA (m2)	79.1
Average Unit GFA (Sq.ft)	851.5
PARKING	
Required Retail Parking	1 Space/ 20 m² 92
Required Residential Parking	1.5 Spaces/Unit 366
Required Visitor Parking	0.25 Spaces/Unit 61
Total Parking Required	519
Underground Parking	349
Surface Level Parking	122
Total Parking Provided	471

GENERAL SITE STATISTICS	
Gross Construction Area Total (m²)	26,075
Parking Level GCA (m²)	10,157
Residential Unit GCA (m²)	12,716
Residential Amenity/Service GCA (m²)	3,202
Retail GCA (m²)	-
Exclusions	10,710
Gross Floor Area (m²)	15,365
UNIT STATISTICS	
Total Number of Units	159
Average Unit GFA (m2)	80.0
Average Unit GFA (Sq.ft)	860.8
PARKING	
Required Resident Parking	1.5 Spaces/Unit 239
Required Visitor Parking	0.25 Spaces/Unit 40
Total Required Parking	278
Underground Parking	243
Above grade Parking	45
Total Parking Provided	288

FIGURE 2  
SITE PLAN

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

provides for 1,834 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:

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

Resident parking is accommodated in a common underground parking garage at a rate of 1.4 spaces per unit. Visitor and commercial use parking are accommodated in a shared, at-grade parking area. Visitor and commercial use parking are accommodated at a rate of 0.2 spaces per unit and 1 per 25 square metres GFA, respectively.

Approximately 739 sq. m. of common amenity space is provided on the second floor both inside the building and by way of a 2<sup>nd</sup> floor common terrace. A further 1,700 sq. m. outdoor ground-level amenity area is provided within the northeast portion of the Phase 2 lands which is intended to be accessible by residents and visitors of all phases.

Waste is stored on the ground level in 2 waste rooms, one for each tower, and each provide for their own loading area.

### Phase 3 - 8-Storey Apartment Building

A further 8-storey Apartment Building is proposed in Phase 3 and located within the south-east portion of the site, with direct frontage onto Columbia Way. Residential units are accommodated in Floors 1 through 8. Private outdoor amenity space is provided for each unit by way of private balconies. In addition to several ground-level units, 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.

Approximately 699 sq. m. of common amenity space is provided by way of ground-level indoor and outdoor amenity areas. Waste is stored on the ground level in a garbage room with an outdoor loading space.

### Road Network and Pedestrian Circulation

Vehicular Access to the proposed development is provided by way of a full-moves private road connection to Columbia Way and a right-in, right-out access to Highway 50. The private road access is also intended to provide for potential future private road connection and access to lands to the north.

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 Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with building strong healthy communities. Section 1.1.1 promotes efficient development patterns; accommodation of appropriate affordable and market-based range and mix of housing and other land uses; and 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.

Section 1.1.3 of the PPS addresses settlement areas. This section states that settlement areas shall be the focus for growth and development and that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and support active transportation, among other objectives.

**The proposed development is consistent with Section 1 of the PPS as it provides for an efficient development pattern within an existing settlement area and contributes to a market-based range and mix of housing and affordability levels within the area. The proposed development makes efficient use of existing and planned servicing and transportation infrastructure.**

Section 3 of the PPS outlines policies associated with protecting public health and safety. The primary objective of this Section is to direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

**The proposed development is consistent with Section 3 of the PPS as development and site alteration within the plan area are proposed outside of hazard areas.**

## **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

A Place to Grow (*Growth Plan*) is the Province's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall conform" with the provincial plans that are in effect on the date the decision is made.

Section 2.2 of the Growth Plan provides "where and how to grow" policies. Section 2.2.1 states that the vast majority of growth will be directed to settlement areas that have a delineated built boundary, existing or planned municipal water and wastewater systems and can support the achievement of complete communities.

**The proposed development conforms to Section 2.2.1 of the Growth Plan as the subject lands are located within a settlement area with a delineated built boundary and which has an existing municipal water and wastewater system. The proposed development contributes to the mix and range of uses within the area and provides for a sustainable development pattern which supports the achievement of complete communities.**

The subject lands are located within the Designated Greenfield Area of the Growth Plan. Section 2.2.7 of the Growth Plan states that new development taking place in Designated Greenfield Areas will be planned, designated, zoned and designed in a manner that supports the achievement of complete communities; supports active transportation; and encourages the integration and sustained viability of transit services. The minimum required Designated Greenfield Area density target in Peel Region is 50 residents and jobs combined per hectare.

**The proposed development conforms to Section 2.2.7 of the Growth Plan as it supports the achievement of complete communities by contributing to the mix of housing and land uses in the area; supports active transportation by providing connections to the existing surrounding sidewalks and trails; and promotes the sustained viability of transit through intensification adjacent to existing transit stops. The proposed development has contributes to the achievement of the minimum required density target in the Region.**

Section 3 of the Growth Plan provides policies for infrastructure to support growth. Section 3 states that Water and Wastewater systems will serve growth in a manner that supports achievement of the minimum intensification and density targets.

**The proposed development conforms to Section 3 of the Growth Plan as the proposed development utilizes existing municipal services within the area which will accommodate development that meets and exceeds the minimum density target.**

#### 4.3 Region of Peel Official Plan

The Region of Peel Official Plan outlines strategies to guide growth and development within the Region. The subject lands are located within the Bolton “Rural Service Centre” area and “Designated Greenfield Area” in Schedule D and D4 of the Regional Official Plan, respectively. The Regional Official Plan also contains Growth Management policies which implements the intensification policies of the Growth Plan.

##### Rural Service Centres

Section 5.4.3 (Rural Service Centres) of the Regional Official Plan states that Rural Service Centres serve as the primary foci for growth within the Rural System. It is the objective of Rural Service Centres to promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment, and to provide Rural Service Centres opportunities for a wide range of goods and services for those living and working in the Rural System.

**The proposed development meets the objective of creating a safe and secure community and improvement in the quality of life through proper design and effective use of the built environment 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 also provides opportunities for a range of goods and services for those living and working in the rural system by providing commercial uses / floor space at the north end of the settlement area.**

##### Designated Greenfield Area

The Region of Peel Official Plan contains growth management policies for areas identified as Designated Greenfield Areas. Section 5.5.2 (General Policies) of the Regional Official Plan states that it is the policy of Regional Council to development compact, transit-supportive communities in designated greenfield areas. Further, Section 5.5.4.1 contains a list of objectives for the designated greenfield area, as follows:

- *To plan and designate greenfields to contribute to complete communities;*
- *To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services;*
- *To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;*
- *To optimize the use of designated greenfield area; and*
- *To manage greenfield growth to support Peel’s economy.*

**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 sustained viability of transit service. The development of the subject lands optimizes the use of the 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.**

Section 5.5.4.2 of the Regional Official Plan also contains policies for designated greenfield areas. Section 5.5.4.2.2 states that it is the policy of Regional Council that development within the designated greenfield area shall be designed to meet or exceed 42 residents and jobs combined per hectare within the Town of Caledon.

**The proposal conforms to Section 5.5.4.2.2 as the proposed development exceeds the minimum density target of the Official Plan and contributes to the achievement of the Town-wide density target.**

Further, as confirmed with Region of Peel staff through email on November 19, 2020, population and job allocation is not required to allow for the development of the subject lands as the lands are already located within the settlement area.

#### Growth Management - Intensification

The Regional Official Plan also contains a list of intensification objectives under Section 5.5.3, as follows:

- To achieve compact and efficient urban forms;
- To optimize the use of existing infrastructure and services;
- To intensify development on underutilized lands;
- To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;
- To optimize all intensification opportunities across the Region.
- To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

**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.**

**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.**

#### 4.4 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.

##### 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”*.

**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 or commercial and residential uses within mixed-use buildings.**

Land Use Policies - Commercial

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 massings 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:

- *To provide for orderly and efficient residential, commercial and industrial growth within settlements;*
- *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*

**In our opinion, the proposed development achieves the relevant Settlement Area objectives 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, and promotes safe a secure communities and quality of life through mixed-use development which contributes to healthy and sustainable development patterns within the Town.**

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.*

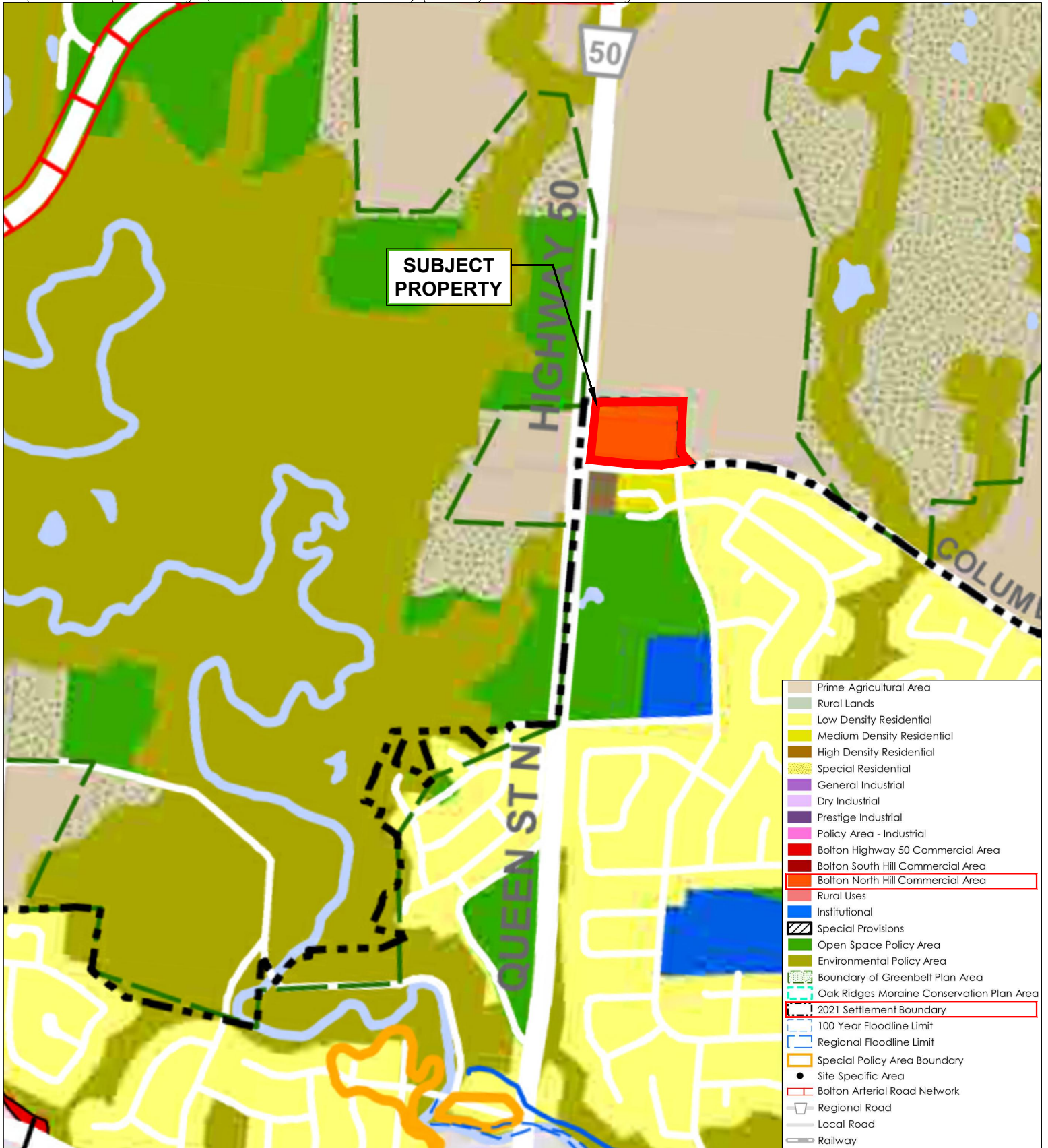
**Section 5.10.3.14 generally promotes intensification of land within settlement areas. In our opinion, the subject lands are appropriate for the level of intensification proposed by the subject application. There are no significant environmental features or heritage resources on the subject lands and 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. As shown on Figure 3 (*Schedule C, Bolton Land Use Plan*), the subject lands are designated “Bolton North Hill Commercial Area” in the Town of Caledon Official Plan. 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 goal 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.**



**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

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 right-of-ways, parks, school sites, Environmental Policy Area, and Open Space Policy Area:*

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

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

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

*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 165 units per hectare. Recognizing that the proposed density is higher than the maximum 87 units per net hectare permitted by the Official Plan, the proposed density is reflective of townhouse and apartment dwelling forms which are designed to optimize the use of the property. 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 are design elements which promote compact and efficient development patterns which are promoted by 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.

**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.**



#### **4.5 Proposed 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”;
- Updating Section 5.10.4.5.16 to rename the Section “Bolton North Hill Commercial Area” to “Bolton North Hill Mixed Use Area”;
- 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;
- Updating Section 5.10.4.5.16 to establish a series of limitations including:
  - A maximum permitted density of 170 units per hectare;
  - A maximum building height of 4 storeys for townhouses;
  - A maximum building height of 8 storeys for apartments or mixed-use buildings; and
  - A minimum required gross leasable floor area of 1,800 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.**

#### **4.6 Town of Caledon Zoning By-Law**

The subject lands are currently zoned General Commercial Exception 577 (C-577) in the Town of Caledon Zoning By-law. The existing zoning generally allows for a range of commercial uses. An amendment to the Zoning By-law is required in order to allow the proposed development.

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 3 storeys (townhouses) to 8 storeys (apartments/mixed use buildings); and
- Impose a maximum unit count of 550 units.

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

## **5.0 SUPPORTING STUDIES**

The required supporting studies as determined through the Development Application Review Team Meeting on January 28, 2021 have been prepared and are submitted in conjunction with the proposed Official Plan and Zoning By-law Amendment Application under separate cover. A summary of the findings of each report are as follows:

### **5.1 Stage 1-2 Archaeological Reports**

A Stage 1-2 Archaeological Assessment for the subject lands has been prepared by Amick Consultants Limited. As a result of the assessment, no archaeological resources were encountered. Consequently, it was determined that no further archaeological assessment of the site is warranted, the Provincial interest in archaeological resources has been addressed, and the lands are deemed clear of any archaeological concern.

### **5.2 Geotechnical Investigation Report**

A Geotechnical Investigation Report was prepared by A&A Environmental Consultants Inc. 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.

### **5.3 Hydrogeological Investigation Report**

A Small Scale Hydrogeological Assessment was prepared by A&A Environmental Consultants Inc. 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 site with the implementation of these recommended actions.

### **5.4 Phase I and II Environmental Site Assessment**

Phase I and II Environmental Site Assessments have been prepared by DS Consultants Ltd. to investigate soil and ground water conditions for the subject lands. Based on the findings of the Phase Two ESA, the environmental conditions of the subject lands meet the applicable Ministry site condition standards. No further environmental investigation is required to support the development of residential land uses.

## **5.5 Functional Servicing Report**

The supporting Functional Servicing Report (FSR) prepared by Urbanworks Engineering Corporation 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.

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. It is expected that sufficient capacity is available to service Phase 1A. Additional analysis is required prior to the remaining phases being constructed.

Stormwater management will be provided by way underground pipe storage and storm chamber storage. Water quality control is provided by the existing stormwater management pond located south of Columbia Way between Taylorwood Avenue and St. Michael's Crescent. An Oil and Grit Separator unit is proposed to provide pre-treatment for runoff prior to being discharged into the existing storm sewer system.

## **5.6 Transportation Impact Study**

The supporting Traffic Impact Study prepared by CGH Transportation provides an assessment of the transportation related aspects of the proposed development. The report demonstrates that with the addition of the expected site traffic volumes, the study area intersections and site accesses operate well in all future total analysis horizons (2026 – 2033) with no over-capacity movements noted. However, signal timing split optimization is proposed for the intersection of Highway 50 and Columbia Way at the 2031 analysis horizon.

An eastbound left-turn lane is warranted at the site access along Columbia Way at the 2028 analysis horizon and will require access design refinement at the Site Plan Stage. It was also determined that the proposed parking supply was considered appropriate for the proposed development.

## **5.7 Environmental Noise Feasibility Study**

The supporting Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. identified road traffic as the significant 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:

- Phase 2 buildings require mandatory air conditioning for noise control purposes;
- Phase 1A buildings require the provision for adding air conditioning at a later date;
- Sound barriers are required at the rear yard of the most westerly unit in Phase 1A and at the grade level common amenity area in Phase 3; and
- Upgraded window construction for buildings in Phases 1A and 2;



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.

## **5.8 Commercial Impact Study**

A Commercial Impact Study for the subject lands has been prepared by Tate Economic Research Inc. to analyze the impacts of redesignating the site from a single-level open concept retail centre anchored by a grocery store to a reduced retail commercial centre in a mixed-use format. The Study found that the proposed mixed-use designation reflects modern commercial planning trends and that trends within the supermarket retailing environment are resulting in fewer stores serving larger areas. The proposed retail commercial component will serve the day-to-day convenience shopping needs of the future residents of the proposed development and the overall North Hill neighbourhood and that they will also be well served by the existing retail structure of Bolton.

## **5.9 Urban Design Brief**

MBTW was retained to prepare the required Urban Design Brief to provide 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.

## **5.10 Healthy Development Assessment**

The Town of Caledon utilizes the Region of Peel Healthy Development Assessment standard for development applications. As the proposed development represents a site-specific Official Plan Amendment and rezoning, the Small-Scale evaluation table was used. As per the assessment submitted in support of the application, the proposed development achieves 15 out of 20 points representing a score of approximately 75% and achieving a Silver rating. As such, the proposal represents a relatively healthy development.

## **6.0 CONCLUSION**

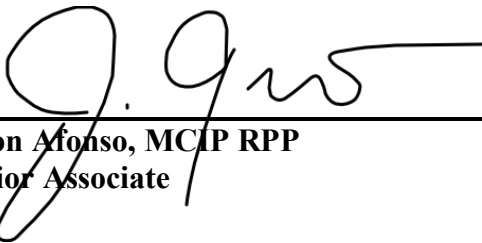
Based on the planning rationale contained in this report and the various supporting studies, it is our opinion that the proposed Official Plan and Zoning By-law Amendment is justified and represents good planning for the following reasons:

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 development 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.
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.**



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**Jason Afonso, MCIP RPP**  
**Senior Associate**

## **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.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Laura Hall, 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) 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 an 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.

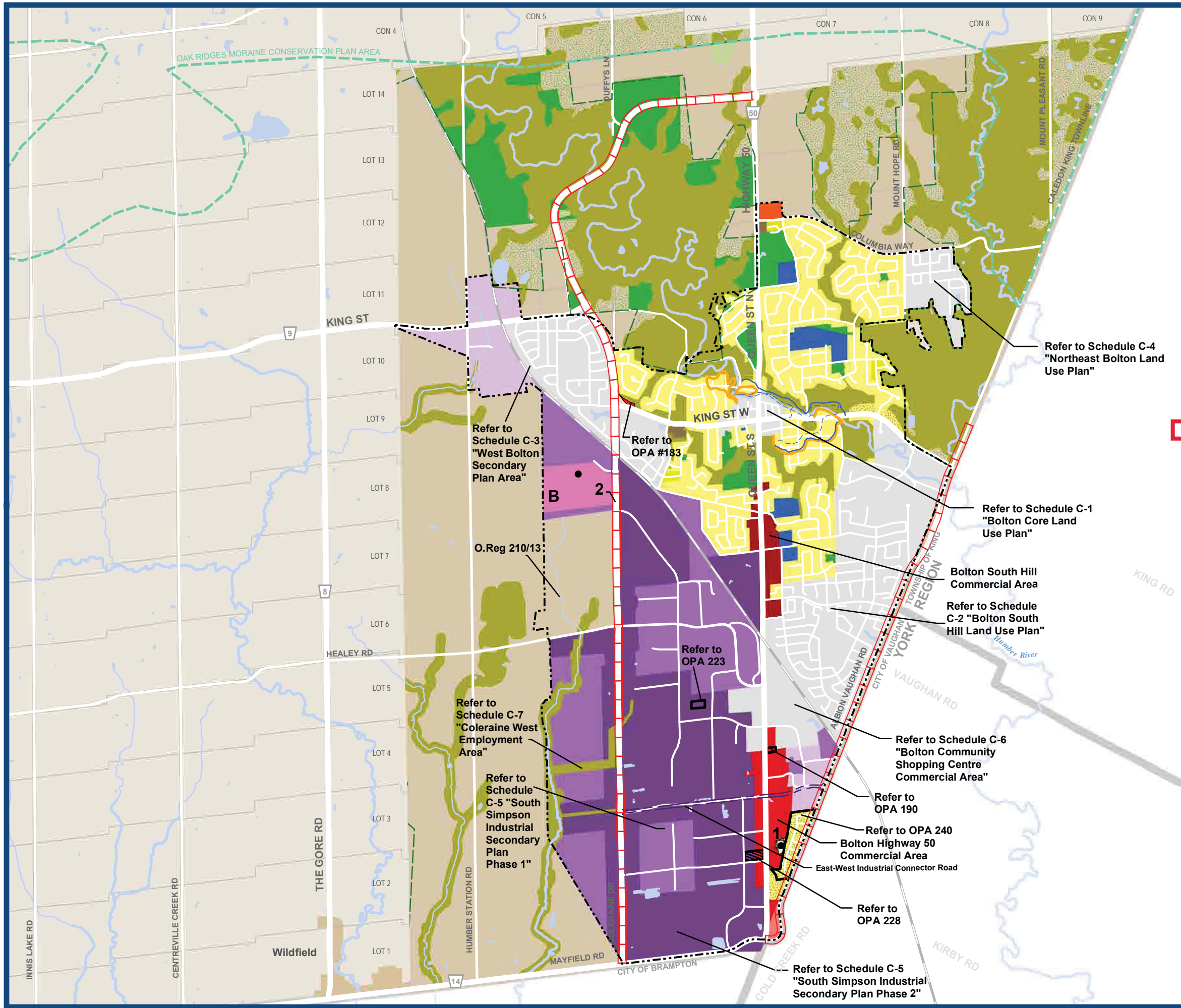
**Details of the Amendment:**


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 170 units per hectare.
    - 5.10.4.5.16.3 The maximum permitted building height shall be 4 storeys for a townhouse and 8 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

Refer to Schedule C-3  
"West Bolton  
Secondary  
Plan Area"

Refer to  
OPA #183

Refer to  
OPA 223

Refer to Schedule C-7  
"Coleraine West  
Employment  
Area"

Refer to  
Schedule  
C-5 "South  
Simpson  
Industrial  
Secondary  
Plan Phase 1"

Refer to  
Schedule C-6  
"Bolton Community  
Shopping Centre  
Commercial Area"

Refer to  
OPA 190

Refer to OPA 240

Refer to  
OPA 228

Refer to Schedule C-5  
"South Simpson Industrial  
Secondary Plan Phase 2"



Refer to Schedule C-1  
"Bolton Core Land  
Use Plan"

Refer to Schedule C-4  
"Northeast Bolton Land  
Use Plan"

Refer to Schedule C-2 "Bolton South  
Hill Land Use Plan"

Refer to Schedule C-6  
"Bolton Community  
Shopping Centre  
Commercial Area"

Base Data Source: Town of Caledon



## **APPENDIX II**

### **DRAFT ZONING BY-LAW AMENDMENT**

THE CORPORATION OF THE TOWN OF CALEDON

BY-LAW NO. 2022-XXX

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 in the Town of Caledon, in the Regional Municipality of Peel.

**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 advisable 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 in the Town of Caledon, in the Regional Municipality of Peel for Residential, and Commercial 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	AAA	<div><div></div><div>- Building, Apartment</div><div>- Building, Apartment, Senior Citizens</div><div>- A Seniors Retirement Facility</div><div>- Building, Mixed-Use</div><div>- Dwelling, Townhouse</div><div>- Dwelling, Stacked Townhouse</div><div>- An animal hospital</div><div>- An art gallery</div><div>- An artist studio and gallery</div><div>- A bakery</div><div>- A business office</div><div>- A clinic</div><div>- A convenience store</div><div>- A day nursery</div><div>- A dry cleaning or laundry outlet</div><div>- A financial institution</div><div>- A fitness centre</div><div>- A grocery store</div><div>- A laundromat</div><div>- A merchandise service shop</div><div>- A personal service shop</div><div>- A place of assembly</div><div>- A public use</div><div>- A restaurant</div><div>- A retail store</div><div>- A sales, service and repair shop</div><div>- A training facility</div><div>- A wellness centre</div></div>	<div><div><b>1.0 DEFINITIONS</b></div><div>a) <b>Dwelling, Stacked Townhouse</b> For the purpose of this zone, a <i>Dwelling, Stacked Townhouse</i> shall mean a <i>building</i> containing four or more <i>dwelling units</i> in which each <i>dwelling unit</i> is divided both horizontally and vertically from another dwelling unit by a common wall.</div><div>b) <b>Outdoor Amenity Space</b> For the purpose of this zone, <i>Outdoor Amenity Space</i> shall mean an outdoor area, used exclusively for the enjoyment of the outdoor environment in the form of a <i>balcony, terrace</i> or patio.</div><div>c) <b>Porch</b> For the purposes of this <i>zone</i>, <i>Porch</i> shall mean a platform or area with or without foundation or cold cellar, extending from an exterior wall of a <i>building</i> and having at least 50% of one side of the vertical planes forming the perimeter unobstructed in any manner except by railings and stairs with access to grade.</div></div>



Zone Prefix	Exception Number	Permitted Uses	Special Standards
			<p><b><u>2.0 REGULATIONS</u></b></p> <p><b>a) Access Regulations</b> For the purpose of this <i>zone</i> Section 4.3 shall not apply.</p> <p><b>b) Air Conditioners and Heat Pumps</b> For the purpose of this <i>zone</i>, no air conditioner or heat pump may be located in the <i>front yard</i> or exterior <i>side yard</i> unless it is screened from public view of located on a balcony above the ground floor.</p> <p><b>c) Residential Parking Requirements</b></p> <p>i. Townhouse Dwellings:</p> <p>a) Resident: 2.0 parking spaces per unit b) Visitor: 0.25 parking spaces per unit</p> <p>ii. Stacked Townhouse Dwellings:</p> <p>a) Resident: 1.5 parking spaces per unit b) Visitor: 0.25 parking spaces per unit</p> <p>iii. Apartment Dwellings:</p> <p>a) Resident: 1.4 parking spaces per unit b) Visitor: 0.2 parking spaces per unit</p> <p><b>d) Non-Residential Parking Requirement</b></p> <p>i. 1 space per 25 sq. m. net floor area</p> <p><b>e) Lot</b> The lands zoned RMD-AAA shall be considered one lot for zoning purposes.</p> <p><b>f) Non-Residential Uses</b> The non-residential uses permitted in this zone shall only be permitted on the ground level of a mixed-use building.</p> <p><b><u>3.0 ZONE STANDARDS</u></b></p> <p>a) <i>Lot Area (Min.)</i> N/A b) <i>Lot Frontage (Min.)</i> N/A c) <i>Building Area (Max.)</i> 36% d) <i>Backyard Amenity Area (Min.)</i> N/A e) <i>Outdoor Amenity Area (Min.)</i></p> <p>i) Townhouse Dwelling: 24 m<sup>2</sup> ii) Stacked Townhouse Dwelling: 7 m<sup>2</sup> iii) Apartment Dwelling: 3 m<sup>2</sup></p> <p>g) <i>Front Yard (Min.)</i> 4.0m h) <i>Exterior Side Yard (Min.)</i> 4.0m i) <i>Rear Yard (Min.)</i> 3.5m j) <i>Interior Side Yard (Min.)</i> 2.5m i) <i>Building Height (Max.)</i></p> <p>i) Townhouse Dwelling: 3 Storeys ii) Stacked Townhouse Dwelling: 4 Stryes iii) Apartment Dwelling: 8 Storeys k) <i>Landscaped Area (Min.)</i> 30% l) <i>Maximum Number of Units:</i> 550</p>

2. Schedule “A”, Zone Map 21 is amended for Part of Lots 11 and 12, Concession 7 (Albion) from General Commercial Exception 577 (C-



577) to Mixed Density Residential Exception AAA (RMD-AAA) in accordance with Schedule “A” attached hereto.

Read three times and finally  
passed in open Council on  
this 00 day of MONTH, 2022.

\_\_\_\_\_  
Allan Thompson, Mayor

\_\_\_\_\_  
Laura Hall, Clerk

# **SCHEDULE "A"**

## **ZONING BY-LAW**

### **No. 2021-XX**

WYNDCLIFFE DEVELOPMENTS INC.

14245 HIGHWAY 50  
PART OF LOTS 11 & 12,  
CONCESSION 7 (ALBION),  
TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL

#### **LEGEND**

SUBJECT PROPERTY TO BE REZONED FROM  
(C-577) ZONE TO:

RMD-AAA

REGIONAL ROAD No. 50

**RMD-AAA**

COLUMBIA WAY



DRAWN BY: GSAI	FILE NO:
CHECKED BY:	DATE: 11/10/21
SCALE: 1:2000	REVISED:
PLANNING & DEVELOPMENT DEPARTMENT	